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Special Features This Issue
Tugs & Stuff, All About Workboats



messing about in BOATS

Peabody Essex Museum
Stephen Phillips Library
East India Square
Salem, MA 01970 U.S.A.

Volume 12 - Number 24

May 1, 1995



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about in

BOATS



Published twice a month, 24 times a year. Subscription price is \$24 for 24 issues.

Address is 29 Burley St., Wenham, MA 01984-1943.

Telephone is (508) 774-0906, 8-5 weekdays, no machine.

Editor & Publisher is Bob Hicks

Volume 12 - Number 24
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Our Next Issue...

Gets back to our more normal variety. Jim Lacey reports on the "Mystic Seaport Maritime History Symposium" and Walter Fullam send photos and comment on the "Mount Dora Antique Boat Festival".

Out on the water, Eugenia James chronicles "Cruising the Okeechobee Waterway"; Denise Brown evokes the mystique of sailing the Great Salt Lake in "Desert Dream" and Dennis and Linda Bradley tell us about "Julia May Goes to Sea". And, we finally get underway with Peter Johanssen in "Pete's & Raskur's Maiden Voyage", our next serialization.

Back in the shop (and out in the open), Phil Green experiences "Building a Birchbark Canoe" and Steve Bobo gets involved in "Duck, Little Boat, Big Learning Experience".

From the designers, Phil Bolger brings us an "18' Keel Daysailer", Bill Newcomb recalls "Caranita", a Design Worth Remembering" and Dave Getchell Sr. discusses "Canoe Power".

A number of readers contribute their experiences in "What You Are Building" and "Techniques, Tools, Materials, Your Ideas & Needs", and Gary Blankenship presents the case for the "Balanced Lugsail's Practicality".

On the Cover...

Tugs don't come much smaller than Berk Eastman's "Micro-Tug 9", seen charging along through the chop near San Diego. Berk's designs are at the small, playtoy end of our look in this issue at workboats, mostly tugs. At the other end, a 250 ton, 95 footer gets launched sideways, see the centerspread.

Commentary

Well, here it is, a "special" issue mostly about workboats, with emphasis on tugs it seems. This all came about because quite a lot of interesting stuff had been accumulating here waiting for a chance to get into print, and finally the pile got to that point where it was now enough to make up the bulk of an issue. I don't have any particular policy about running "special" issues, they just happen in this ad hoc fashion whenever a lot of news about some specific sort of messing about collects.

Very few of you actually have tugboats of any sort, real or toy, but tugs do seem to catch the fancy of many. While we've annually run tug nut Hugh Ware's photos and stories about real world tugs at play, it was a one-page peek at Berk Eastman's toy tugs last year that elicited the most reader response to anything we've published. And not just from readers of this magazine, for Peter Spectre mentioned reading our article about Berk's Candu E-Z in his "On the Waterfront" column in *WoodenBoat*, and that brought on the phone calls wanting to know more.

Since Berk's design was the instigator of so much response, I've given him quite a lot of space in this issue to cover the toy tug end of this subject. The middle ground is covered by Hugh Ware's photos of Sam Crocker's boatyard tug still under construction, and soon to be retired fireman Bruce Whittemore's homebuilt 35 footer. These are still pretty much in the playboat genre, even Crocker's wooden yard tug is something of an indulgence for a boatyard. For a look at the real tugboat world we have a couple of nostalgia pieces from Hendrick Gideonse and Phil Thiel about youthful adventures on working tugs, and Roland Evans' photo presentation of the launching of a 95' steel tug that obviously is meant for business.

With some room left and no more tug stuff, I chose to run Walt Chandler's tale of his attempt to go into the crabbing business with an old wooden Chesapeake workboat, and Dynamite Payson's story about keeping a working fishing skiff afloat in Maine.

It is my view that the appeal of workboats to many of us is based upon the widely held fantasy of earning a living from boating. Walt Chandler is one of the few who actually made an attempt to do this, to give up a secure career to go into business as a crabber. More of us, I think, attempt this daring departure from society's obsession with security and guaranteed economic success with stabs at boatbuilding. Here there seems to be higher level of success at achieving the initial goal, earning a living from boating. The subsequent goal of making that living more than a subsistence one still eludes most. The guys building boats in small one-man shops are laboring for the love of it for the most part.

At a step further removed from earning a living directly from boating are those offering plans for home builders, catering to our dreams. Dynamite Payson is one who has successfully built a living doing this. Many others aspire to Dynamite's life, but he's paid his dues with years and years of working at it to get to

his present growing stature as something of a guru of the instant boat genre. Most plans purveyors, like Berk Eastman, are operating at a hobby business level as far as realistic income is concerned.

I have a particularly unique "niche" in this earning a living from boating with this magazine. Like most of the small boat builders, I survive at it only because I am able to live at a substantially lower level of income than most require today. I'm old enough to be beyond family, education and mortgage expenses, so I can indulge in what would be construed as a hobby business for most. No one who has asked me about my life and work, attracted by the obvious appeal of its dedication to an activity I love, wants to do what I do when they hear about the income part. The same applies to small boatbuilders.

So, when we get back to workboats and their appeal to our entrepreneurial desire to earn a living from boating, we face formidable obstacles to actually going ahead. Buying the appropriate boat for the chosen work, the capital investment in a serious workboat of sufficient size and equipment to do the necessary work, is a major hurdle. Fishing, and its allied trades, clamming, lobstering, crabbing, is a tough life with the money virtually all going to the middlemen and processors, and the "crop" declining rapidly, necessitating ever larger harvesting efforts and concomitant costs for equipment.

Then there is the tugboat trade, focus of much fascination. Impossible to get into for anyone who has not grown up in it somehow, either as an employee or family member. There are small tugboat operators who pick up peripheral harbor lighterage tasks, of course, but again they operate at the edge of economic survival and usually came into their trade through long time background in it somehow working for others.

So the workboat impulse pretty much has to be relegated to play workboats, with maybe the incidental small scale job or two one might do for someone one knows around one's harbor or boating grounds. The toy tugs of designers like Berk Eastman, and most of the major plans purveyors too, can make "let's pretend" a fairly persuasive experience, especially if one gets all duded up in the right attire and properly outfits the boat with all the correct gear. It's a bit like the model train guys who wear engineer's caps and overalls, especially the model steam railroaders. But, our game afloat does make it possible to actually ride around in our toys, which really enhances the fantasy of the workboat life.

Funny how we've collectively pressed on to escape life's mundane and hard work, and then turn from our cushy, if boring, modern technology or administrative careers and yearn to go back to work at something that appears to be real. Since most of us can't, we get as close as we can at play. And the toy workboat seems to be an attractive vehicle for this escape.

A Good Man Drowned

By Smiley Shields

(A grim note follows, but one that all of us that mess about in small boats, especially those of us on cold waters, should keep in mind.)

A good man drowned in Kenai Lake on March 31st. He left behind two little boys, 5 and 7 years old, and a wife who loved him very much. He was as good a Daddy as has ever lived. It would break your heart to hear his 5 year old trying to comfort his mother, telling her, "Don't worry Mommy, he has his cell phone and he will be calling soon."

No one will ever know what happened. They found his dog sitting by his pick-up and his canoe upside-down in the lake. They have not found him yet in this large, deep and mainly ice-bound lake. He was an extremely experienced outdoors man and canoeist, with hundreds of canoe adventures behind him. Was it a heart attack? Did his dog jump out of the canoe and upset it? Did he have a lifejacket on and die from hypothermia anyway? Did he get trapped under the ice?

I have run these through my mind hundreds of times and I only know one thing. That unless he was rendered unconscious by a heart attack or a stroke, he died a horrible death. I knew him well enough to know that he must have spent his last few minutes hating himself for making whatever mistake caused him to leave those two boys he loved so much, knowing how much they would miss him and never really get to know him. How he would be only a flickering memory in their minds when they got older.

I keep thinking of Oscar Wilde's admonition, "Tell me no man lived a good life, until you tell me how he died".

(Cold water and small boats leave precious little room for mistakes. Think about your family's tears before you do something stupid.)

Antique Race Boat Regatta '94

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BOOK REVIEW

Old Marine Engines

By Stan Grayson, Devereaux Books
P.O. Box 503, Marblehead, MA 01945
\$29.95 + \$3.50 1st Class P & H.
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Reviewed by Ron Ginger

If you have any interest in old marine engines then you really must have this book. Even if you bought the last edition several years ago you will want to buy this 2nd edition for its new material.

The book is an excellent combination of historical facts mixed with lots of personal touches, and is laced with many diagrams and photos. There is even a series of drawings of the Atlantic engine complete enough for building an engine from them. A wonderful subject for a model engine.

Stan begins with a good review of the 1890-1910 years when almost every small machine shop in the country seemed to be getting into engine building. He presents many names, places and early photos of these engines, as well as old advertise-

ments. It's really fun to read the old ads, they definitely were not shy about touting their products. The Mianus Motor Works, for example, stated, "No better engine made at any price!", while the Bridgeport Motor Company cited its "ability to give absolute satisfaction!"

One chapter, "Portraits", has short stories of many old companies and their founders. Since the Lunenburg foundry in Nova Scotia is still in operation and still producing this type of engine, it is covered in great detail, including many photos of its shop and machinery.

Amongst the new material are several photos of engine collectors, including some taken at the Mystic Seaport Museum Antique Engine Weekend in 1993, and a very long list of engines in the collections of several major museums. There is also a reprint of an operator's manual with many good tips on the care and operation of these engines.

This is a book that can be read through once for its historical information, but then re-read and used for reference as you find old engines and want to know more about the people or companies who built them.

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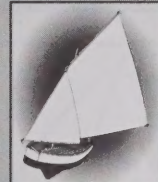
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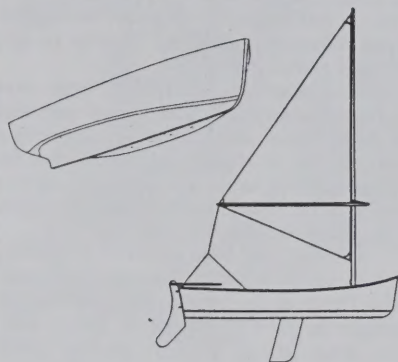
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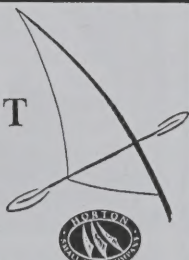
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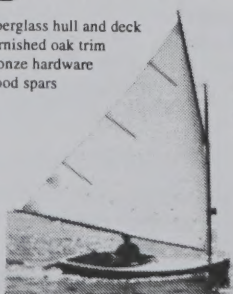


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Your Commentary

Information Wanted on a "Seabreeze 16"

I am looking for information on a fiberglass boat kit from the early '80's, a boat called "Seabreeze 16". Please send any information you may be aware of or publish this inquiry for readers who might have any.

Michael Schodowsky, 1318 Beach Ave., Lakewood, OH 44107.

Lack of Sailing Get Togethers

I have to agree with Paul Gorman's point made in the April 1st "Commentary" regarding the apparent lack of sailing get-togethers. Recognizing this, and wanting to see a few more gatherings throughout the year, I started the Upper Chesapeake Chapter of the Traditional Small Craft Association. For the last two years we've had events scheduled throughout the season and have grown to thirty or so members. Attendance at the events, however, has always been the same couple of folks.

Now don't get me wrong, we have a good time together, but we would all like to share our wonderful facility and experiences with others. So here we are at the beginning of the season and we are pulling together events for this year. We have roughly 300' of sandy Chesapeake Bay frontage. Hart/Mills Island is an easy sail/paddle/row to picnic/explore. Or, if you prefer, the Eastern Shore is within reach. We are an easy drive from DC to Philadelphia.

Any readers who would like to partake of our fun please drop me a line or call, we'd love to see you.

Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234, (410) 254-7957 eves.

Outboard Substitute Wanted

I wish someone would develop a substitute for an outboard motor on a small sailboat. Why not take a scrapped weed-whacker, put a propellor on the lower end and a crank on the top. This would be enough to get a boat out or in from a dock.

A company in Chicago advertised a thing that worked like an outboard motor. The steering handle was moved up and down on a ratchet to operate a propellor.

Ken Currie, Ft. Wayne, IN.

Unique & Personable Network

Many thanks to all who responded to my Snipe inquiry and joined me in barking up the wrong tree. Amongst the communications was a letter from E. Mayo Snyder of Homer, NY, who wrote, "That boat you have is Comet #1685, built in 1940 and purchased by..." It seemed he knew the boat so I called him. He was most helpful, answering my many questions, and a few days later I received from him a packet full of information about the class and sources for used sails. He did indeed know the boat, having sailed on it with the original owners.

Mr. Snyder's letter, and all the other calls and mailings I received, confirm my impression that *Messing About in Boats* is a unique and very personable network for the procurement and dissemination of boating information. If some critics were heeded and the "amateurs" were given less space, an important aspect of this magazine would be lost.

Keeping that in mind, I would like to close on a point of pride. In my letter not only was "Skaneateles" spelled correctly but the first sentence of the fourth paragraph was grammatically correct until edited. Anyone who could concoct the run-on sentence that dominates the third paragraph of the March 15th "Commentary" should think twice before tinkering with my carefully crafted parallel prepositional phrases.

Thanks again everyone for your generous assistance.

Chip Miller, Chesterfield, CT.

Photos Needed With Designs

I am asking designers to include a few photographs, color photos, of their boats with their plans. It would be worth the extra cost involved to be able to see the details.

I've built three boats in the past three years: A wonderful kayak from Heritage Wooden Boats in Texas; a kayak from Chesapeake Light Craft, and am now just finishing up Moby Dink from Jim Michalak, who I learned of through your magazine. The plans for all three of these were well done, but a picture is worth a thousand words.

I really enjoy your zine. I searched for it for years and finally found copies of it when I went to Mystic Seaport last year. All the people I have met who are boat-builders or paddlers have been good down to earth folk.

Dean Raffaelli, Chicago, IL.

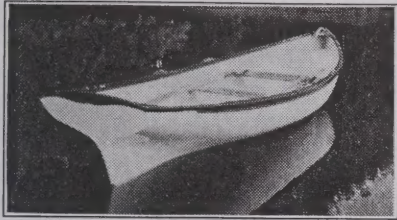
Important Update

Ahoy, here's an important update for your logs, charts and files. The Philadelphia Maritime Museum has changed its name and its location. We're now the Independence Seaport Museum and we're located at Penns Landing, 211 S. Columbus Blvd. @ Walnut, Philadelphia, PA 19106-1415. Our phone remains (215) 925-5439. The Workshop on the Water has moved with us.

Watch for our Grand Opening on July 2nd!

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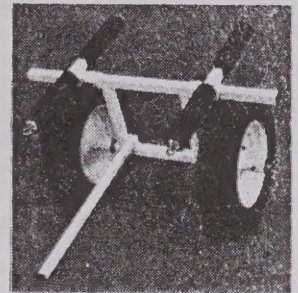
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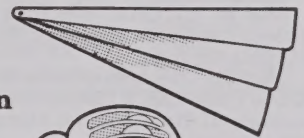
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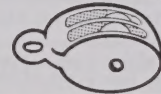
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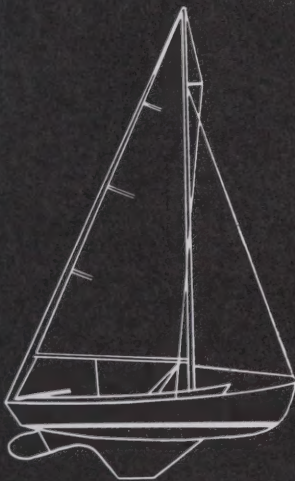
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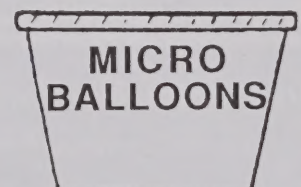
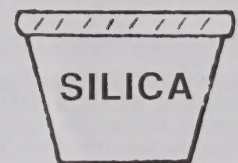
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ANTIQUE & CLASSIC BOATING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Antique & Classic Boat Society, N.E. Chapter, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.

BOATBUILDING

Organizations Offering Ongoing Activities

(Call or write for course schedules):

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.

Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.

Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOAT SHOWS

May 6. Wooden Boat Show, N. Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

CANOING

Special Events:

May 20. 21st Great Smith River Canoe Race, Wolfeboro Lions Club, Wolfeboro, NH, (603) 569-2254, (603) 569-1632.

May 21: Connecticut Canoe & Kayak Day, Columbia Canoe Club & Connecticut Canoe Racing Association, 41 Pine Woods Ln. Mansfield Ctr., CT 06250.

June 9-11. Maine Canoe Symposium, Camp Winona, Bridgeton, ME. (207) 647-3721.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Connecticut Canoe Racing Association, c/o Paula Thiel, 53 Ross Rd., Preston, CT 06365. (203) 889-9893.

New England Downriver Championship Series. (203) 871-8362.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, c/o Alexandra Harbold, 2111 Wisconsin Ave. NW #315, Washington, DC 20007.

Instruction:

Baer's River Workshop, 222 S. Water St., Providence, RI 02903. (401) 453-1633.

Country Canoeists, 5 School St., Dunbarton, NH 03045. (603) 774-7888.

CONTEMPORARY YACHTING

Special Events:

May 27. Family Fun & Sailing Festival, Sail Newport, Newport, RI, (401) 846-1983.

May 28-29. Bank of Newport Memorial Day Regatta, Ida Lewis Yacht Club, Newport, RI, (401) 846-1983.

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

MARITIME EDUCATION

Organizations Offering Ongoing Activities

(Call or write for curriculum information):

Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

MARITIME MUSEUMS

Special Events:

May 5-7. 23rd Annual Maritime History Symposium, Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

May 13. Essex Shipyard Festival, Essex Shipbuilding Museum, Essex, MA 01929, (508) 768-7541.

Happenings '95

The 1st issue of each month carries the updated list for that month and the succeeding one, with occasional advanced listings of events requiring long term planning to participate in. We can list only those events and organizations that we hear from.

If you need to know more about any of these activities and events contact the listed organizations appropriate to your interest for full calendars.

Until 9/17. Luders Exhibit, Stamford Historical Society, 1508 High Ridge Rd., Stamford, CT 06903-4107. (203) 329-1183.

Maritime Museums Offering Ongoing Exhibits & Programs (Call or write for activities schedules):

Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.

Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.

Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.

Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Long Island Maritime Museum, W. Sayville, NY. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Watercraft Museum, 4 Knox St. Land- ing, Thomaston, ME 04861. (800) 923-0444.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.

Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.

MODEL BOATING

Special Events:

June 17- October 28. Scale Ship Model Competition & Exhibition, Mariners Museum, Newport News, VA. (804) 596-2222.

June 24-25. U.S. Vintage Model Yachting Days, U.S. Vintage Model Yacht Group, Marblehead, MA, (603) 224-4586.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mer-maid Ave., Winthrop, MA 02152-1122. (617) 846-3427.

U.S. Vintage Model Yacht Group, c/o John Snow, 76 Woodbine Ave., Concord, NH 03301. (603) 224-4586.

ONE DESIGN SAILING

Organizations Offering Ongoing Activities

(Call or write for event schedules):

Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.

New England Beetle Cat Association, c/o David Akin, 40 Chase Ave., W. Den-nis, MA 02670. (508) 394-3908.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

ROWING

Special Events:

May 6. 1st Annual Fixed Seat Rowing Race, Beaufort Oars, P.O. Box 941, Beaufort, NC 28516, (919) 728-3033.

May 13. Essex River Race, Cape Ann Rowing Club, Gloucester, MA 01930, (508) 283-4695, (508) 927-1834.

May 20. Mayor's Cup Regatta, Narragansett Boat Club, Providence, RI. (401) 272-1838.

June 10. Moosehead Lake Rowing Regatta, Greenville Junction, ME. (207) 695-2680.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridge-water, MA 02333. (508) 378-2301.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

Organizations Offering Ongoing Courses

(Call or write for course schedules):

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

SEA KAYAKING INFORMATION

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUTS

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Southern California Small Boat Messabout Society, c/o Annie Kolls, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

TRADITIONAL SMALL CRAFT

Special Events:

May 6. 3rd Annual Oyster House Row, Calvert Maritime Museum & Patuxent Small Craft Guild, Solomons Island, MD, (410) 586-2700.

May 13. Petty's Island Race, Delaware Valley TSCA, Camden, NJ, (609) 966-1352.

May 20. Urbanna Small Boat Meet, Urbanna, VA. (804) 758-2721.

May 20-21. Celebration of Summer's Arrival, Upper Chesapeake Baymen, Baltimore, MD, (410) 254-7957.

June 3-4. 26th Annual Small Craft Workshop, Mystic Seaport Museum, Mystic, CT, (203) 572-0711 XT5028.

June 17. No Octane Regatta, Adirondack Museum, Blue Mountain Lake, NY. (518) 352-7311.

June 17-18. Small Boatbuilders' Get-together, Hudson River Revival, Valhalla, NY. (914) 462-3113 aft 7:30pm.

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, c/o John Stratton, Box 281, Old Lyme, CT 06371. (203) 434-2534.

Delaware Valley TSCA, c/o CTI Media Newspapers Inc., P.O. Box 332, Pitman, NJ 08071-0332.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Sacramento TSCA, c/o Russ Kanz, 5232 U St., Sacramento, CA 95817. (916) 736-0650.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, c/o Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Organizations Offering Ongoing Activities

(Call or write for activities schedules):

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.

Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

TUGBOATING

Special Events

June 3. Tugboat Day, Hudson River Maritime Museum, Rondout Landing, NY, (914) 338-0071.

Organizations Offering Ongoing Activities

(Call or write for activities information):

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Special Events:

May 17. Open House, Maine Island Trail Association Other Than Maine Chapter, Reading, MA, (508) 682-8736.

Organizations Offering Ongoing Activities

(Call or write for activities information):

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Special events:

June 3-4. 12th Annual Classic Mariners Regatta, Wooden Boat Foundation, Port Townsend, WA, (206) 385-3628.

June 24-25. 5th Annual Pacific Challenge, Wooden Boat Foundation, Anacortes, WA, (206) 385-3628.

Organizations Offering Ongoing Activities

(Call or write for activities information):

Association of Wooden Boatbuilders, c/o Walter Gotham, 7811 NE 88th St., Vancouver, WA 98662.

Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, #2 Point Hudson, Port Townsend, WA 98368, (206) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

I'd like to be able to publish all the details of your many interesting activities, but this is simply not possible given the space constraints of the magazine and the ever-growing number of activities desiring to be publicized.

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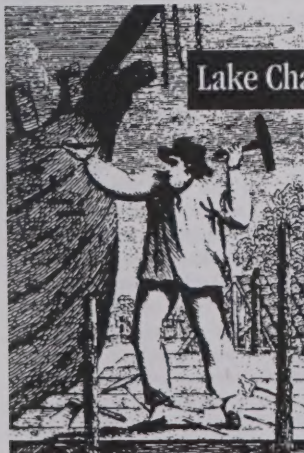
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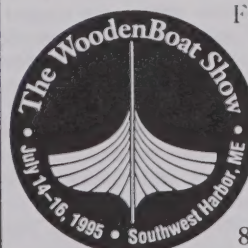
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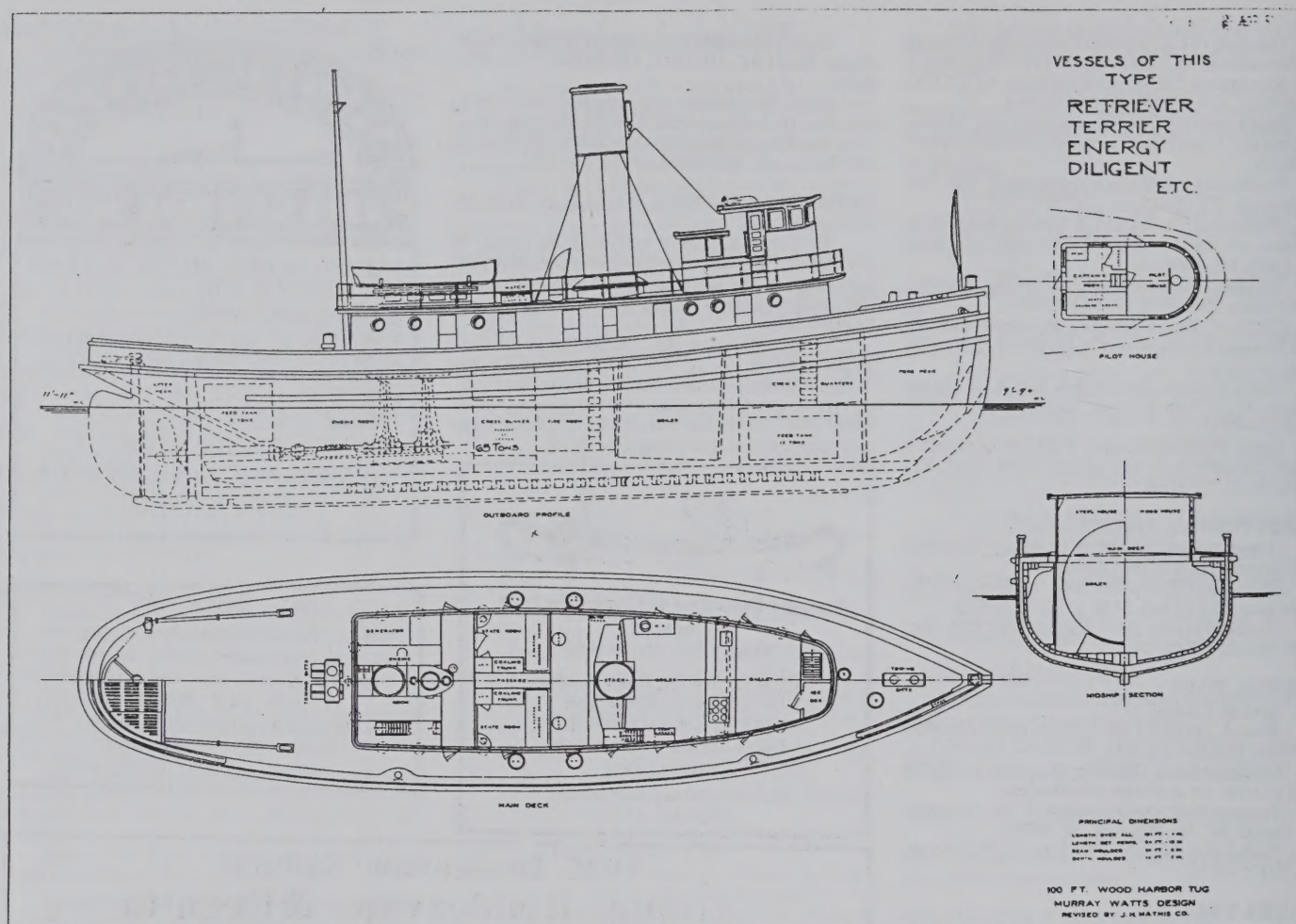
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At that time of life when one has more memories than expectations, one becomes a connoisseur of experience, recalling certain events of the past with particular pleasure, and treasuring them above all others as the landmarks of a life. For me, such are the occasions when during my days as a Staten Island high-school student (Port Richmond High) I spent many Saturdays aboard several tugboats of the Dalzell fleet.

The *Dalzellace*, the *Dalzellance*, the *Dalzellaird*, and the *Dalzelle* were all WWI wooden Shipping Board boats with coal-fired Scotch boilers and condensing compound steam engines; and the *John J. Timmens* was a smaller and older vessel, which had a singular noncondensing "steeple" compound engine (and whose engineer, I remember, was for some reason in a continual rage at the captain).

Usually I would meet the tug early in the morning at some pier in St George,

A Boy on a Boat Tugboat Days in New York Harbor

By Phil Thiel

Staten Island (by arrangements made by my father with the dispatcher), and spend most of the day aboard it along the Kill von Kull, as the tug assisted with the movements of the many tankers on that waterway.

Once I remember we made a trip across the harbor to Red Hook or the Erie Basin, in Brooklyn. The professional skill of the crews on these boats, in retrospect, was spectacular. Coming alongside a huge moving tanker, to put the skipper aboard to direct the docking (via a long wooden ladder steadied by the deckhand) was no mean feat, but these men could handle their several hundred tons of hull and machinery

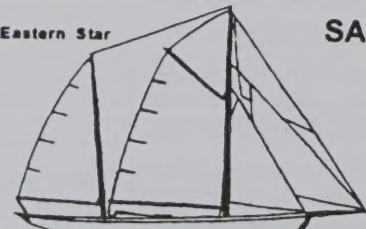
with the delicacy of a knife and fork.

One instance in particular is engraved on my memory, when a tug made a bow-on landing at a pier to pick me up. The procedure was for the boat to just touch the pier and immediately back off, but this time for some reason I was a bit slow in stepping aboard via the bow fender, and found myself starting a "split" with one foot on the pier and the other on the retreating boat.

Incredibly, the captain with several bells and a jingle in signal to the engineer, was able to stop and reverse the direction of this massive object in what must have been fractions of a second and save me, at the very least, from a very nasty ducking. Later, as a graduate naval architect, I came to understand the explanatory advantages of the ready torque of a slow speed steam engine, coupled to the massive thrust of a large-diameter wide-blade propeller.

Another sort of skill was demonstrated by the cook, and also much appreciated by the growing adolescent with an appetite sharpened by so much briney fresh air. This culinary master, working in the forward end of the deckhouse, served bounteous multi-course meals of roasts, vegetables, potatoes, breads, pies and coffee at the L-shaped seating around the table across from his big black stove.

The associated odors, in my memory, all blended with those of soft-coal smoke, wet steam, hot oil, and brackish water, to form the wonderful aroma of "eau de tug". These are the souvenirs of a sixteen-year old boat-struck boy, in the New York harbor of 1936.



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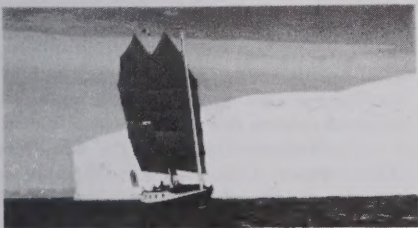
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— A Warning —

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The work you have in your hands purports to offer a series of hints concerning the art of *Voyaging On A Small Income*. So it does, but if you think that is all you are getting, you have been misled by a remarkably innocuous title. What you are about to read is a volume dealing with the business of sailing in its broadest context, but which also poses a number of serious questions about the true priorities of life for the long-distance mariner. In case this makes you want to dump the thing like a hot ballast pig, don't panic. Annie Hill and her skipper, Pete, are emphatically not "drop-outs", pushing half-baked philosophies to the disenchanted.

They are members of the Royal Cruising Club and are the most successful capitalists I have ever met. The fascination of the following chapters is that for many of us, they may serve to redefine the meaning of "success". (Tom Cunliffe, from the Foreword)



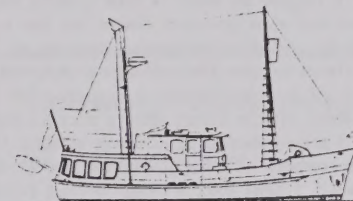
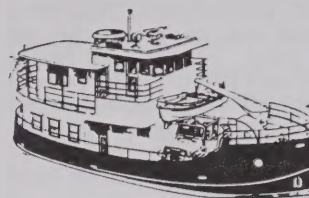
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On the November, 1994, issue of *Sawdust*, the Center for Wooden Boat newsletter forwarded by my friend Dick Wisniewski, he had scrawled, "You once mentioned your day on a tug, thought you'd enjoy this." There was Philip Thiel's "A Boy on a Boat: Tugboat Days in New York Harbor." Amazing, I thought. Dick remembered me telling my tale, probably when we were sailing together on his Nonesuch in the Tennessee River eight or ten years ago.

I began to read. I had barely begun when my eye jumped ahead to the name Dalzell and the following names of four members of the Dalzell fleet. Almost too much of a coincidence to imagine! I read the short article once, then a second time.

I remembered something similar I had done myself and then written up. (I wondered if I still had a copy of it.) I called information in Seattle, reached the Center for Wooden Boats, got Philip Thiel's phone number, and called him. We talked for fifteen minutes. I told him I'd try to find what I had drafted, and if I couldn't, I'd re-write my experience, and send it to him. He said he'd send some stuff to me, too.

Twenty minutes later, in a file drawer and a folder of personal correspondence I still had from college, I found the five-page rough draft I'd kept.

Back I went more than fifty years. The image is a kinesthetic one, my right arm raised high in a puffy child's winter coat, holding on to my father's hand, as he and I and my younger brother walked out Columbia Heights to the Brooklyn Bridge. We lived on Pierpont street then.

I was just five years old (I remember the great slate sidewalk slabs that seemed, because of my relative size, more uneven in height relative to one another than they probably were. I remember the "Penny Bridge" that went over the roadway down to the piers near our apartment house, and the vertical wrought iron fence guarding it that my round-headed younger brother got his head caught in, and was finally released from by two burly stevedores on their way to work who bowed the bars just enough for him to slip out, to everyone's relief. I remember the sense of narrow, deep streets, as we walked along).

The focus of my memory on that particular day remains as clear and sharp and specific, I suppose, as any memory I carry with me. I still see it in my mind's eye. Nestled in a slip on the south side of the bridge was a smallish, little tug painted an orange so bright today we'd probably call it blaze. There we were on that magnificent bridge, Manhattan Island and its up-close skyline to our right, Governor's Island and the sweep of the bay in front, but all I had eyes for was that little tug. She stood out so boldly despite her size that I concluded right then and there and have since always believed that she must have been in for refurbishing and a fresh coat of paint.

The three of us talked about that tug. We imagined together why it was so bright, and what its jobs were, and what it was doing down there (writing about it now more than a half century later, I even recall the body stance I had as I stuck my neck out over the bulge of my winter jacket, looking down through the railing at the activity below.)

Bringing Sara to Brooklyn

By Hendrik Gideonse

That was the beginning, the start of a life-long fascination with tugs. It was supported by readings of *Li'l Toot*, hands down my favorite book as a young child. All during my childhood and adolescence (and ever since) I remained fascinated by tugs, large and small. Visiting my grandmother on West 72nd Street, or driving along the Hudson and East Rivers, I would eagerly look for and intently watch them, high cockpit and low, some owned by lighterage firms, others by railroads, still others apparently independent. Each time I'd see a tug I'd renew my fascination. It took me to the winter of my sophomore year in college to act that fascination out.

Over Christmas break, 1955 (well before the time it became transformed into the "Holiday" break!) I had made arrangements to maintain my swimming training regimen by working out in the New York Athletic Club pool. On one of those workout days I set a plan in motion. I took the Long Island Railroad to the city, completed my workout and then boarded the subway to the Battery. My idea was to get close to a tugboat, maybe get on one, maybe even go for a ride on one. If you want to get on a tug, you have to go where they are. That made the Battery a logical and, especially important, pedestrian accessible spot.

I crossed Battery Park and the entrance to the Brooklyn-Battery Tunnel. Just in front of me were more tugs cheek-by-jowl than I had ever seen in one place. They were like a litter, a covey, like ducks going after thrown crusts, heads down, all pointing in the same direction. I'd probably seen more tugs at work when one or the other of the Queens was being berthed, but this was the first time I had seen a cluster like this. There they were to the north of Pier One, crowding one another into the southernmost corner of the slip. The two in front closest to me were *Viatic* and *Dalzeller*.

For a good half hour I watched. I leaned against the hood of a parked car. I walked up and down along the wharf. I was taking in details, light positions, fenders, tires, hawsers, hatches, handles, colors, construction lines, and so on, things I'd never been able to see at the distances at which I'd always watched tugs up until then. After a while, one of the crew aboard *Viatic*, a tall, heavily-built ex-Marine (or so I judged him from his fatigue jacket), with a reddish blond crewcut and a couple of days stubble, jumped off the boat with a hose in hand.

I engaged him in conversation, told him of my fascination, talked about what he was doing, and finally got up enough nerve to ask how I could go about riding on one. He said if it were up to him it would be OK, but I should go ask the people in the office. "Where is it?" I asked. He pointed across the tunnel entrance to Battery Place. I walked over and rode to the 21st floor office of the Dalzell Lighterage firm.

The foyer was simple, a chair, a table. The walls were hung with paintings of Dalzell tugs. I walked over to the information window and told the person there I wanted to talk with someone about riding on a tugboat.

He asked me to step into the inner office, a very large open room, all natural wood, perhaps thirty desks and tables behind a wooden baluster complete with double-hinged gate. The floors shone golden, light oak, I would guess. The desks, tables, and baluster were a darker hue. And every third or fourth of the major pieces of furniture in that loft-like space, evenly distributed throughout the room, was a major glass-enclosed display case holding a ship model. It seemed to me as much museum as office. It was much larger than I expected.

In a moment I was explaining to a shirt-sleeved executive of my fascination, my decision to do something about it, and here I was! My pitch was short, I hoped sweet, and direct. He made a phone call while I waited, came back and asked me how much time I had. Did I have six hours?

Instantly I simultaneously processed "whoa, six hours!" and "he's saying yes!" I did have six hours, but even if I hadn't, I would have taken them. I said yes. He told me to hurry down to Pier #1 and board the *Dalzeller*. She was just getting ready to take the pilots out to the *USS Saratoga*, now anchored in Gravesend Bay but on her way to the Brooklyn Navy Yard for a major refitting.

I was almost giddy with my good fortune. I hustled down, crossed the street, boarded the *Viatic*, gave thumbs up to the ex-Marine who responded with a grin, and crossed over to the *Dalzeller*.

I climbed directly to the wheelhouse. The captain, Bill, asked if I'd eaten (no), and he suggested I go have lunch while I could. I was hungry, too, having finished a workout a couple of hours earlier, and the ample servings of pot roast, potatoes, and string beans got fired away in a hurry. It was topped by a generous portion of banana cream pie and a glass of milk. An initial discomfort that serving me alone was a nuisance was dismissed by the cook who told me a little about everyone eating at different times anyway because of the overlapping nature of the different crew members' work tasks.

By the time I finished my meal we had gotten under way. I made my way forward and back up to the wheelhouse where I was introduced to Charley and two other pilots. I learned that not only were we taking the pilots out to the *Sara*, but that Bill was captaining the lead tug for the entire operation. My good fortune seemed without bounds.

We rode the gentle swells of the Upper Bay. We passed Governor's Island, Miss Liberty off to starboard, the ammunition depot, and then part of the mothball fleet over on the Jersey side. Finally, we came in view of the *Sara* around the point, riding her mooring buoy. She was large enough from the distance, but I could only begin a full appreciation for her size as we got closer.

As we approached *Sara's* starboard side I learned something more about *Dalzeller*. She was the only tug in New York harbor with a reversible pitch pro-

pellor. With a simple lever control in the wheelhouse, the captain could tilt the propeller blades from 30° forward to 30° reverse while the shaft continued to rotate at full speed. From full ahead to full astern almost instantaneously, from full power to a feather's touch without diminishing RPM.

The advantages were obvious. Bill's dexterity with wheel and thrust were astounding. He could have held a milk bottle against the *Sara* at full throttle without breaking it, or he could move the *Sara* by himself within seconds (my recollection is that Bill talked of 20,000 horsepower in the *Dalzeller*. The overwhelming sense of power under our feet have made that figure believable to me all these years.)

As we got really close the contrast between the *Dalzeller*'s power, the size of the carrier, and the need for great delicacy of approach became more and more acute. The *Sara*, like most carriers, is festooned with blisters, enclosing elevators, gun emplacements, and the like. They are so many and so low that it's practically impossible for a tug with a very high cockpit to get into her side. Precise placement and maintenance of position are critically important. Bill's skill and *Dalzeller*'s technical features made the work seem easy (I should add here that great as the *Sara* was, the huge 20 foot dents in the steel plates of blisters caused by waves on the high seas reminded a viewer that no matter how powerful the ship, the ocean always holds a trump card that's bigger!).

Freed from her mooring, we escorted the *Sara* up the bay. Bill and I had time to talk. I was curious about the age of the crew members I had been watching. There were no young men. The cook, the deck hands, the engineers all seemed to be in their late fifties and even early sixties. The image I had long carried of the need for agility and strength on a tug had led me to imagine younger men doing the work. I learned that the strength was in the boat and in the skill and experience of the crew and also that these men, making substantially more a year than my father who was then in his fifteenth year as President of Brooklyn College, weren't about to relinquish their good living, thank you very much!


We soon reached the tip of Manhattan where we picked up the full escort of eleven other tugs. Before we proceeded further, Bill asked me if I minded getting up on the counter ahead of the instruments panel, the wheel, and the propeller pitch lever, up against the window on the broad window sill of the wheelhouse where I would be completely out of the way. Talk about a front row seat! I tucked my 6'3" frame into the 2-1/2' space, and we were ready.

The thirteen boat armada proceeded forward past the tip of Manhattan, under the Manhattan and Brooklyn bridges, and then into the Navy Yard. Radio traffic between Bill and the other tugs was constant, intense, sometimes excited. In one way the task of berthing the *Sara* seemed to take no effort at all. The amount of orchestration required, however, was immense. In another way, though, it was almost like Blind Man's Buff. Bill could see only his own position and one tug on either side of him; the other nine were only in our

mind's eyes.

The *Sara* was positioned to the satisfaction of the pilots in only a matter of minutes. On completing the operation, the tugs dispersed quickly. We hung around long enough to pick up the pilots and then headed back. Moments later I was dropped off on the east side of the Battery, along with Charley and one of the other pilots. My lifetime five and a half hour experience on board *Dalzeller* delivering the *Sara* to Brooklyn Navy Yard was finished. The lifetime memories, though, were newly born.

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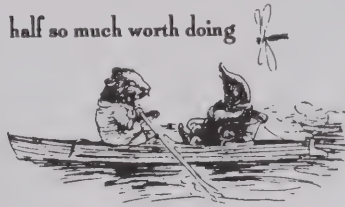
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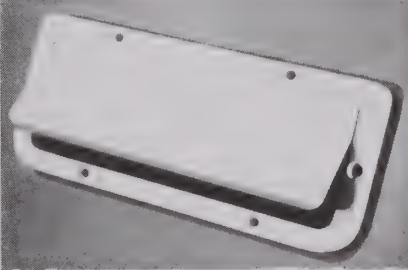
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Some people like tugs and envy those who run tugs. (I know the feeling all too well!) The answer to getting on a tug is to become a crew member. But that isn't easy. Why not just buy a tug? Bruce Whittemore could possibly stretch a fireman's pay to buy a small, real small, tug.

But some people like to do things the hard way. Bruce wanted a tug so he is building one, although he's never built any kind of boat. He didn't know anything about fiberglassing, so he's using fiberglass. And, as you may have guessed by now, he chose a real easy design to build, a tug yacht that's 35 feet long!

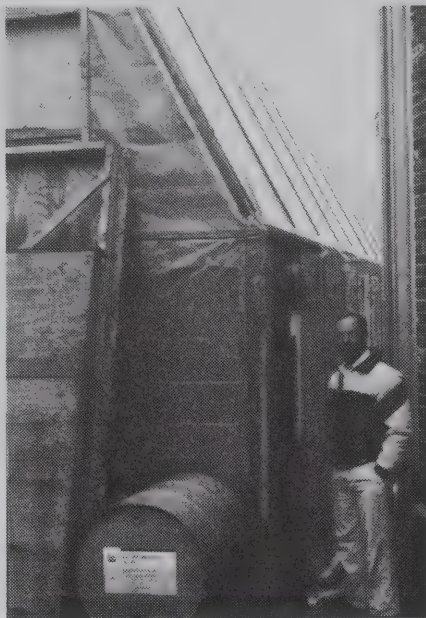
He's halfway through now, the basic hull is complete, the engine sits on its bed, and he's made the rudder. That took five years and he figures he has another four more years of work. That's all right with him. He is eligible for retirement in six years and by then he'll be equipped and ready for some serious tugboat cruising.

Bruce has some assets going for him. His carpentry skills are good, as the molds and two polyethylene greenhouses for shelter built so far have demonstrated. He has lots of friends with other useful skills. And he has done his homework. He has even chosen a name. She'll be the *Helen M.* after his mother.

After much research, Bruce chose a 1985 tug yacht design by Jay Benford, designer of perky little ships. He had Jay modify the design for Airex-cored fiberglass construction. Dimensions are 35'x14'x4'. A ton of ballast ensures that rightside-up will stay up. Because the hull doesn't have to carry thousands of gallons of fuel and a big engine driving a large screw, it is not as deep-bosomed and drafty as a true tug. Instead, the hull is shoal and slack-bilged with a deepish keel (looking at the design, one thinks that the hull might perform rather well under sail). But it has a sweet sheer, and the nicely rounded tug stern and bow have the typical tug yacht look to them. Put a pudding (fiber fender) on the bow and some small tires over the side and Bruce's tug will look quite authentic.

Design selected, Bruce's next step was to build a platform behind his house, one on a side street of nice suburban homes in Wakefield, Mass. The platform was sur-

Fireman to Become Tugboat Captain



By Hugh Ware

mounted by a polyethylene greenhouse shed with artistically rounded ends. Inside, he built a careful set of molds. These were sheathed with Airex foam, except at the bow where the foam refused to conform to the sweeping compound curves of the rounded bow. There he substituted styrofoam. The outer fiberglass skin was laid up as far as the bulwarks and then the molds and styrofoam were removed and the inner skin was installed. Much fairing of the hull then ensued, as well as installation of stringers for the engine bed.

The greenhouse was removed and a crane flipped the hull over, moving it to a convenient spot beside the house from where the finished tug could eventually be removed. The crane also dropped the engine into the open dish of the hull. (It's a 135hp Ford diesel driving a 24"x26" propeller through a 2.57:1 VelvetDrive gearbox and will be freshwater-cooled and

use a dry exhaust with muffler in the funnel). Then Bruce built the second greenhouse over everything.

It hasn't been as quite fast and easy as it sounds. Bruce has found that the greenhouse is often too hot (especially last summer!) or too cold for fiberglassing. A friend recently gave him a gas heater, which may extend working time this winter. But Bruce can do other things elsewhere, such as make the rudder, mast, and towing bitts, and convert a 12" Navy signalling light into a searchlight. The rudder, to be moved by Hynautics hydraulics, is being installed when temperatures in the greenhouse are suitable. He also plans to build a double-ended dinghy to replicate the look of the lifeboats common on older tugs. His design adopts the bow of a Benford dinghy he likes and repeats it for the stern half.

Bruce decided not to follow the Benford design further since it was to one customer's specific requirements. What the interior and the superstructure will look like remain to be resolved. Bruce hasn't even decided where most bulkheads will go but he wants the tug to be suitable for extended cruising. Suzanne, his wife, has very definite ideas about the berths, and he knows he'd like to have tug-useful equipment such as a compressor, cutting torch, and pumps somewhere aboard. Much thinking is yet to be done.

As an aid to this process, Bruce may use wooden battens to define the upper cover that will be furnished by the deck and then build a skeleton set of interior fittings out of scrap wood, changing it until everything is in a satisfactory conformation.

Recently, I visited him and his tug, snug in its covering building. He is that fascinating human, the dedicated amateur who knows much but is aware that there is much more to be learned. Such amateurs tend to do good work, work that is often at the professional level and sometimes better than a commercial builder can afford to do, and Bruce's results to date are in that category.

When I left, the palms of my hands were itching. Was it the fiberglass I had just been exposed to or was it a desire to build a tug of my own?

Interested in traditional small boats?

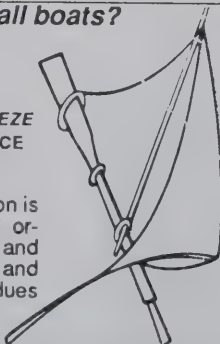
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Crocker's Yard Tug Progresses

Photos by Hugh Ware

Our February 15th issue had a story, with some photos, about the new wooden yard tug being built over the past three years at Crocker's Boatyard in Manchester, Massachusetts. Hugh Ware's photograph showed the new tug in frame, a 30' copy of the original *Akbar*, which was a Sam Crocker design built by Sam's son Sturgis for his boatyard in 1956.

In his report Hugh mentioned that the new tug, being built by Sturgis' son Sam, who now runs the boatyard, had been planked since his first photos were taken, an engine installed, and the superstructure roughed in.

Herewith some more of Hugh's photos of this exercise in traditional wooden workboat building, a project which Hugh entitled in his first report, "A Second Generation Tug is Built by a Third Generation".

With the arrival of the spring launching rush season, work on the tug has been suspended, so Hugh's optimistic prediction that "launching shouldn't be far away" is unlikely to be fulfilled this season. It's been three years since the project got underway, and the original *Akbar* took Sturgis from 1951 to 1956 to launch, so history repeats itself in this way too.

Feast your eyes on some serious wooden boat building.





Have You Hugged Your Tug Today?

By Berk Eastman

All of our Berkeley Engineering mini and micro tugs have been designed for the first-time boat builder and utilize 1/4" and 1/2" ACX plywood, fiberglass cloth and either epoxy or polyester resins. There are no exotic, hard-to-find or expensive materials on these boats. The plans are drawn by computer-aided design. Each part has been fully dimensioned on a separate 8-1/2 x 11 sheet in the plans.

The builder needs only to mark these dimensions on sheet plywood, cut out and assemble, using a brad nailer or staple gun, then tape the seams or joints inside and outside, and sheath the plywood with fiberglass cloth and resin. There is no lofting necessary. No frames, no molds or expensive fixtures are needed.

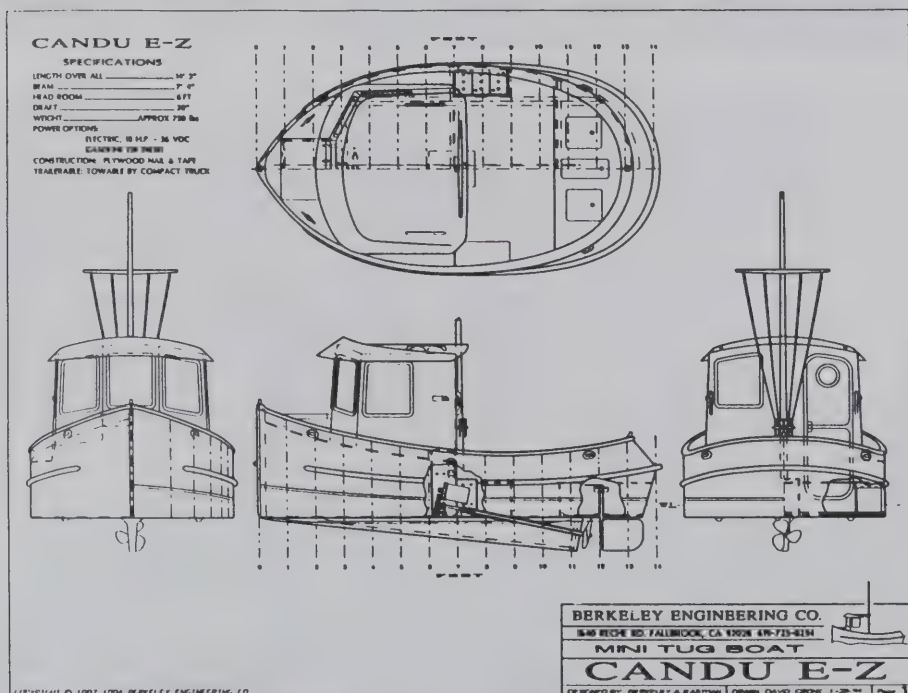
The specific reasons behind each one of our tugboats are as follows:

Candu E-Z: This is the boat that started it all. Our first design is a compact 14' big-little tugboat with a salty look, a family tugboat cruiser for three to five people that is capable of sleeping two aboard overnight. The original design utilizes a 10 hp electric motor which cruises at 5 mph. It is clean and safe. No fumes, no noise, no fuel no vibration no pollution. An overnight battery charge powers the boat for the next day's cruising. A power option is offered utilizing an outboard motor in a motor well or a diesel engine inboard.

Building time is approximately 550 to 700 hours. Approximate cost is \$1800 to \$2400, plus motor, controls and trailer. Detailed building plans for boat and trailer are \$78 ppd.

Micro-Tug 9: A small 9', economical, easy and quick-to-build plywood do-it-yourself tugboat. Two full-sized adults can cruise lakes, harbors and bays using an electric trolling motor at 2 to 3 mph or a gas outboard motor of 2 to 6 hp and cruise at 3 to 5 mph. If a 10 hp or larger motor is installed, it will force the hull up on plane and exceed 20 mph on smooth water. The hull design, with its plumb stem and sides and flat bottom, enables the boat to plane at over 20 mph and to be very stable and make excellent sharp turns. However, when a wave or wake from another boat is encountered, the hull hits the oncoming wave, plunges headlong into it and almost comes to a complete stop. If you slow down, there is no problem.

Building time is approximately 130 hours. Approximate cost is under \$500, plus motor and controls and trailer. Detailed building plans for boat and trailer modification are \$38 ppd.



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Perfect 10: This boat was specifically designed with the same characteristics as the Micro-Tug 9. It is for those builders who wish to build a 10' Micro-Tug that will plane at speeds of 20+ mph all day in a safe manner. This boat has a box keel and a rocker bottom. A large aft planing surface enables the hull to slice through large waves or a boat wake without the need to slow down. It also carves very sharp, clean turns like a jet ski. All of its ride and handling characteristics are superb. The power recommended is a 15 hp to 20 hp outboard.

Building time is approximately 160 hours. Approximate cost is under \$750, plus motor and controls and trailer. Detailed building plans for boat and trailer modification are \$48 ppd.

Candu-Jr: This boat was specifically designed for those builders who want the traditional, salty look of the Candu E-Z in a 10'6" version, to be outboard powered and capable of planing. It has all of the superb comfort and handling characteristics of the "Perfect 10". In order to maintain the beautifully rounded fantail stern the motor has been moved inboard into a well. When powered with a 15hp to 20hp motor, it planes at 20+ mph.

Building time is approximately 180 hours. Approximate cost is under \$850, plus motor, controls and trailer. Detailed building plans for boat and trailer modification are \$68 ppd.

Fun Stuff: We've found that one of the neat things about tugboating is that there are usually two to six of these tugboats running around together. For cheap communication between boats, or boats and land, or in convoy on the freeway, we use a little FM transceiver from Radio Shack, Model #TRC-509, Catalog #21-409, \$24.99. Only one frequency is available. It works well in the line of sight.

Other goodies that can be installed on your boat are: Big truck air horns on cabin top with a compressor in the storage compartment, navigation lights, AM/FM stereo, VHF radio, 3-1/2 hp gas-powered fire pump which shoots water 75' in the air, sirens, bells, and whistles, crank-up roof vents, and removable masts and smokestacks. One smokestack even has a bubble machine inside. Be sure to fly your club burgee and colorful flags and pennants.

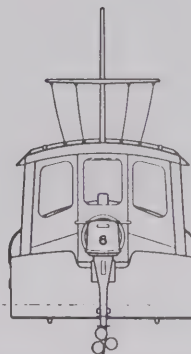
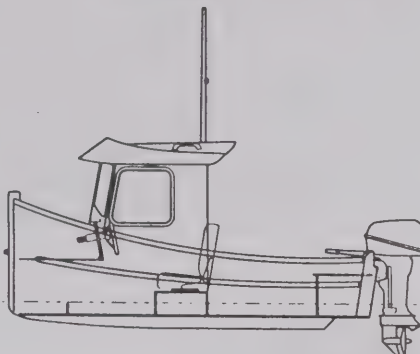
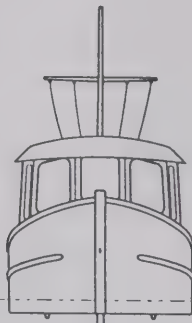
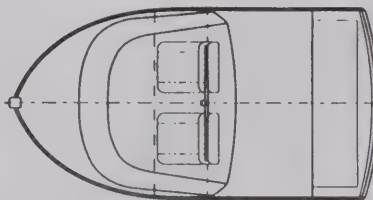
Another fun thing to do is to paint your micro-tug bright and wild colors. We have one painted yellow hull, white cabin and blue visor and bottom, and another one painted red, black, and white; and still another painted turquoise and white with black trim. Also, think of a great name for your tugboat. Some are named *Bodacious*, *Good Grief*, and *Carol Sue*. Our prototype is called *Perfect 10*, (what else?). Be Imaginative! Above all, be sure to have Fun!

Remember, Berk sez "It's the most fun you can have in public without getting arrested. Have you hugged your tug today?"

Berkeley Engineering Co., 1640 Reche Rd., Fallbrook, CA 92028, (619) 723-8234.

MICRO - TUG 9 SPECIFICATIONS

LENGTH OVER ALL _____ 9' 2"
BEAM _____ 4' 6"
HEAD ROOM _____ 4' 6"
DRAFT _____ 8"
POWER _____ 4 HP ELECTRIC TROLLING MOTOR or
2 to 15 HP OUTBOARD MOTOR
CONSTRUCTION _____ PLYWOOD, NAL & TAPE
WEIGHT, Boat and Motor, approx _____ 200 lbs
TRAILERABLE _____ TOWABLE BY COMPACT CAR



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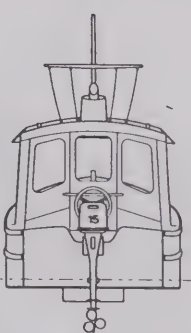
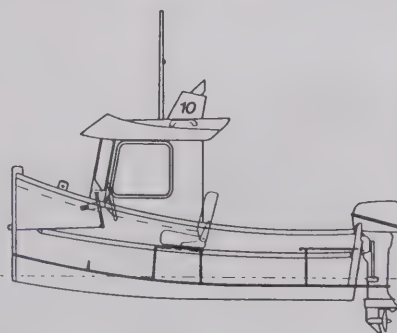
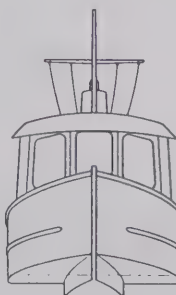
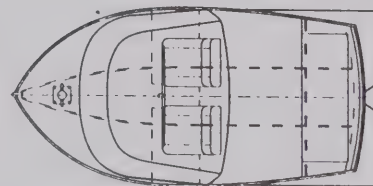
MICRO TUG BOAT

MICRO - TUG 9

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PERFECT 10 SPECIFICATIONS

LENGTH OVER ALL _____ 10'
BEAM _____ 5'
HEAD ROOM, SEATED _____ 4' 7"
DRAFT _____ 8"
POWER _____ 2 - 30 HP OUTBOARD MOTOR
CONSTRUCTION _____ PLYWOOD, NAL & TAPE
WEIGHT, Boat and Motor, approx _____ 350 lbs
TRAILERABLE _____ TOWABLE BY COMPACT CAR
STORAGE _____ GARAGE OR SHED



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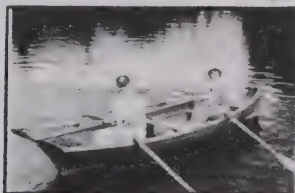
MICRO TUG BOAT

PERFECT 10

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PAGE 1

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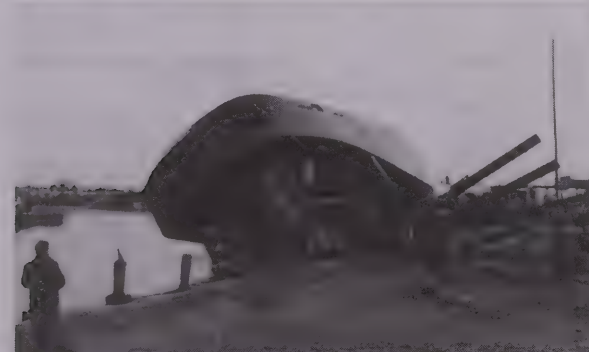
Launching the King Philip

By Roland Evans

Here are some photos of the launching of the *King Philip*, a 96' tug built on the shore of the Taunton River just below the Rt. 6 bridge in Fall River, Massachusetts. My friend Jonathan Leiby, a marine engineer and naval architect, designed and supervised the building of this tug.

It was launched on January 30th between 6:30-7am. Empty, she weighs about 250 tons and has a draft of about 18'. The hull is an empty tank at present which will be outfitted in the water.

This was my first opportunity to see a sideways launching and I photographed it on auto-continuous every two seconds.





The First Voyage on the *Southwind*

By Walt Chandler

I grew up on the lower Chesapeake Bay and as a young teenager I had used crab pots to trap crabs from a small boat. I enjoyed it very much. Many years later I decided I would do this again, but this time as a full time job and on a larger scale.

The time of year was late November, and I thought it was just enough time to make the crab pots and get a boat ready by late March of the following year. This is when the season begins for most crabbers. The first order of business would be to purchase a boat.

The boat would need to be between 35 and 40 feet long, which was about the average length boat for the watermen who worked in the bay. I had always liked wooden boats, particularly the Chesapeake Bay deadrise. There was no other boat suited to the job. They have low freeboard, which made it easier for tending the pots. The shallow draft for a boat of this length allowed them to go into the small creeks. They were heavily built to handle the rough weather conditions of the bay and the abuse from tending hundreds of crab pots a day.

Searching for a boat to buy was one of the pleasurable times of this endeavor. I began my journey by visiting a boat-builder to get advice on buying a sound workboat. I learned to look for a solid keelson and horn timber. These were the backbone of the boat, and if they were rotten, the boat had big problems. If other parts of the boat, such as the stem, planking, or decks were rotten, they could be replaced without dismantling the entire boat. Like buying anything, I soon learned that the boats I really wanted were beyond my budget.

One interesting thing about my quest to buy a workboat was that all the watermen seemed to know every workboat on the lower bay. When I would describe a certain boat to the watermen they would ask "what's her name"; when I told them, they could tell me all about the boat.

After several trips to the rivers of the lower bay, I located a 40' roundstern at the head of the Ware River off of Mobjack Bay. Her name was *Southwind* and I intended to keep that name with the owner's permission. It was built in 1946 in Deltaville by Walden Brothers. I really

liked the looks of this style of workboat, the round stern was especially appealing. It was an old boat, which was the reason for the lower asking price. It was a documented vessel and the owner had the papers from each owner.

It had a Palmer 120 horsepower engine, with the cylinders laid over at a close angle to the horizontal. The purpose of this was to provide lower clearance if it was installed in the cockpit of a cabin cruiser. It didn't matter in this boat though because it was placed in an engine box in the otherwise open area. This boat was underpowered by today's standards, but an older boat can't take the strain of a large engine. The older boats had narrower beams and combined with the round stern they did not respond well to more powerful engines.

There was a traditional type steering wheel in the small cabin and a "stick" on the starboard side just aft of the engine box. The "stick" was used to steer while tending crab pots and in good weather. It had a hydraulic pot winder, and a large platform on the stern for storing crab pots while transporting them. It was fully rigged for crabbing. The owner said it had a mast at one time, which was used for patent tonging for oysters. The owner removed it because it was rotten at the step and he did not want to catch oysters, because he did not want to endure the cold weather.

The owner was much like me because he was not a waterman by birth and had quit a good job to do something he really wanted to do. After a couple of years of crabbing he decided he had fulfilled his dream and was ready to return to a land job. That is why he was selling the boat. He told me that the boat leaked, but all wooden boats leaked, he said. We cut a deal and the boat was mine. I told him I would be back in a week to take it up to Deltaville, where I was going to berth it until the crabbing season began.

The boat had not been used for a couple of months, and I should have given that more attention. I was concerned about safety, but I was excited to move the boat to a place where I could work on it.

We did do a few smart things to prepare for the trip. I met with the owner of a

boat yard and told him I was bringing the boat to his railway on Sunday and wanted to haul the boat out of the water. He said he would be around some of the day on Sunday, but he would leave the travelift slings in the water and I could pull over them when I arrived. He would pull the boat up when he came down next time that day.

I also had someone meet me at the dock and drive my truck around to the boatyard and alert someone if we did not arrive by early evening. I had a VHF but it was not hooked up, but I thought it was alright to make this one trip without it, because several people were aware of my float plan. I was excited about the trip and couldn't wait to get underway.

For early December, it was a warm Sunday when my wife, Vicky, and I set out to move the boat. The trip by water from the head of the Ware River to Broad Creek in Deltaville was about 31 miles. I had figured it would take about two and a half hours to make the trip. It was a beautiful day as we headed out of the Ware River into Mobjack Bay. At this point it was one of the greatest days of my life. I was the new owner of a 40' workboat and I was going to make a living doing something that would give me complete freedom. Vicky was steering in the cabin while I cleaned the boat and salvaged some old crab pots on the stern platform. The boat had a gentle roll to it and was very comfortable.

As we approached Point Comfort, the wind was about 10 knots out of the northwest and there was a slight chop on the bay. We rounded the point and the bay was clear with no other boats in sight. With our new heading the boat began to take the waves broad on the port bow and I noticed it twisting slightly as it rode the waves on an angle. This concerned me, but I was not yet alarmed. Both bilge pumps were running and that seemed like a good sign. The former owner said it would need to be pumped out, you know, because it was a wooden boat.

We continued north for a few miles. I noticed a reduction in speed at this time and lifted a couple of floor boards and the water in the bilge was almost to the bottom of the floor framing. The pumps had been running and I thought the water level

should be much lower by now. I considered turning back but we were almost halfway to Deltaville and the boatyard was better suited to help with this problem.

The situation seemed to get worse quickly. The floorboards aft of the engine box began to float and the bilge pumps appeared to be slowing down. I decided that because the boat had not been used in a couple of months that maybe the bilge had sediment in it. I laid in the bilge and could reach one pump at a time on either side of the keelson. The pump strainer was packed with leaves. I cleared the leaves from the pump and they spewed water again with great force. I was relieved and thought that was the main problem.

About 10 minutes later the floorboards began to float up again and I realized that the boat may be sinking, but I didn't say that to Vicky. I had spent enough time on the water to know not to panic and to make a plan. I was watching the chart carefully and decided to steer closer to shore and travel in a band of water that was about six feet deep. This was plenty of water with room for error. The only piece of electronic equipment was the depth sounder and I watched it very carefully as we got closer to shore, to avoid running aground. Milford Haven Coast Guard Station was close by. If our situation got more critical I would turn the boat into shore and run aground. We would put on our life preservers and stay on top of the cabin until we were deemed past due.

The scariest part of trip was that we did not see any other boats in the bay, so merely hailing one down was not an option. It was off-season for recreational boaters and commercial fishermen don't work on Sundays. We were still floating and moving along but the boat speed had slowed more. I asked Vicky would she go in the cabin and steer because I had to do a few things. She did and I took a five gallon bucket and started to bail in the opening where the floorboards were removed. In a few minutes I noticed the pumps slowing down again. I removed the leaves from the pump again and felt around under the floorboards. There was a load of leaves in the bilge and the pitching motion of the boat made it difficult to remove many of them at a time.

Vicky turned around and saw me bailing frantically through the cabin door. She came back aft and started bailing with me. She knew that we were in danger of sinking, but she kept her cool. The boat could steer itself and I had the "stick" only a couple of feet away if I needed to alter course. We bailed for long periods of time only to take breaks to clean the leaves out of the strainer in the bilge pumps.

I could see Stingray Point Light, which was near our destination of Deltaville, way in the distance. I thought that if we had stayed afloat this long we could easily finish the trip. About this time the clutch began to slip and the engine revved up. The water had gotten into the clutch housing. We slowed down to about five knots. I throttled back and the boat was very low in the water. One thing I had not done so far is throttle back, because I thought it would just allow us to take on more water. The clutch slipped more and we started to take on water at a faster rate. Many of the floorboards started

to float.

Stingray Point Light is about three miles offshore and crossing the shoal would shorten the trip considerably. I quickly looked at the chart to see if we could cut across the shoal to get into Broad Creek where the boatyard was located. We would be drawing more water now, and if we ran aground we would not be able to get off full of water.

I changed course to run across the shoal. Sinking looked inevitable at this time so I thought it was best done in shallow water. The clutch continued to slip and the lower part of the engine was in water. I throttled down to about 1000 rpm's, and it just gave us a little forward motion; about three knots. I watched the depth sounder go to four feet and it couldn't be much longer before we were aground.

We had been bailing for about an hour and the two pumps had been running continuously. We were losing the fight to the incoming water. By now it was later in the afternoon because the trip had taken more than twice as long as planned due to the lower speed, and the temperature had dropped. Vicky and I were wet and becoming exhausted from bailing. Our gear was floating around in the bottom of the boat, and it was difficult to steer a straight course with so much water shifting on board.

The engine didn't quit on us, and we limped into Broad Creek across the shoal. We arrived at the boatyard and got the boat into the slings of the travelift. We "kissed the dock" at this time as the old expression goes. The people waiting for us at the boatyard said they had been watching our slow progress off of Stingray Point. As long as we were still moving they thought we were not in enough danger to call for help.

The boat had sunk deep enough into the water that some of the upper seams in the side planks were gushing in water. These seams were usually a foot above water level and not watertight. I looked around for the boatyard owner and couldn't find him. I finally located him and the process of pumping and raising it up slowly began. Now that the boat was in good hands we went home.

The following morning I went to see what the boat looked like out of water. The boatyard owner met me when I arrived and

said it had taken most of the evening to lift the boat out of water because it had so much water in it. It could not be lifted out full of water because it would bust the boat apart or it would be too heavy to lift.

The most recognizable problem was that a few pieces of the deadwood had pulled away from the chine. The deadwood, or staving as some call it, is the planking toward the bow that is almost vertical. Water pressure and a good fit was all that was holding some of these pieces in place. The fastenings had rusted away. There was a very large gap in the garboard and it had been caulked with rope instead of cotton caulking.

The boatyard owner and I probed around the bottom with an ice pick and detected some big problems. More than half of all of the nails holding the bottom planking in place had rusted and an ice pick could be plunged four inches deep where the nails had at one time been located. Only rusty sludge was left in the nail holes. It was astonishing that this boat would float at all and that we did not lose a plank on our trip. The keel was hogged, common with many older wooden boats. There was no rot to be found anywhere on the boat, so it would be worth refastening.

It was at this time I learned a valuable lesson about buying wooden boats. If they are in the water, pull them out to inspect them and if they are out of the water, put them in the water. Both in and out of the water will reveal different problems. A survey would be the best investment when buying any boat of this size. Most watermen don't get a survey because of their knowledge of the boats and because the open style of the hull makes it easier to detect problems. In my case it would have been money well spent.

The boatyard refastened the hull and I did much additional work to the boat. It turned out to be a poor crabbing season, as many of them have been. The selling price of crabs was low and the quantity of the catch varied. I sold the boat a year later to a seasoned waterman. We were relieved and sad at the same time to sell the boat. I really liked the boat despite the first voyage and the continual maintenance problems. When Vicky and I reminisce about the *Southwind*, we think of it fondly.





Burn Her, Everyone Said But This Boatbuilder- Lobsterman Wasn't Stopped by a Busted Stem

By Harold H. (Dynamite) Payson

Hauling home the 16' outboard boat was always a boring kind of ritual, begrudgingly done every year at the end of the lobstering season, and something we never looked forward to. Having to face the cleaning of a summer's accumulation of filth was no joy.

Then something happened that made us wish that all we had to worry about was cleaning up the boat.

The haul-out that year started with the usual gathering up of loose oars, gaffs, bailing dishes and other gear of our always-dirty boat. We, that is my son and fellow lobsterman Neil and I, bailed out the dirty water from the last day's hauling along with a variety of crushed crab shells and lobster plugs, and started loading her on the trailer we had borrowed from a boat shop. The 10' skiff was last to be thrown on piggyback style with the bow facing in the same direction as the larger boat, and a final check was made of the motor clamps and the trailer safety chains.

Satisfied that everything was okay, we started up our pickup truck and, pulling the trailer and its two boat cargo at a nice clip behind us, headed for home two miles away.

The first sign of trouble came when we were about a quarter-mile from our destination. We were going about 30mph and were startled to hear a small but unusual sound from behind us. We slowed right down to a stop and watched with stunned fascination as the boats riding on the borrowed trailer passed us quite properly on the left and proceeded up the road, fortunately free of traffic. They then veered off the road, clipping off the first obstacle in the way, my neighbor's new mail box.

Showing exactly what it thought of my new neighbor, the trailer then used its tongue to cut a furrow across his lawn and did not stop until an old stonewall got in its way. The trailer, that is, stopped. The boat and skiff didn't.

Battering Ram: The stem of the larger boat fetched up against the trailer's winch, the piggy-backed skiff shot forward, slammed against the stem from inside, and acting like a wedge, split her from stem-head to keel, opening her up until she had the appearance of a filleted fish.

There was nothing to do now but gather up the pieces and haul the sorry mess home and debate what to do while awaiting the judgement of the insurance adjuster. He finally showed up and wasted no time in writing her off as not being feasible to repair. Of course, he was right, and as he walked away speaking with someone else the words "burn her" came drifting out of the air.

All the family agreed that burning her come spring was the only thing to do, but as spring approached, perhaps for sentimental reasons, no one was willing to put the final end to a boat that had served us so well, least of all me. Not only that, but the way I felt about it was that burning her would put an end to the last visible link with a kind of building procedure I once did and quite likely will never do again. Building something of that sort today should be done just for fun and experience, not to compete with fiberglass.

It was one of my first designs and I had built her in the conventional way with carvel planking and steambent timbers. Years of use had finally made her throw her cotton to the point of where she wouldn't stay tight.

Long summer soakings and cold dry winters in storage had made further caulking useless, so she was covered with two layers of fiberglass, which afterwards had cured the leak problem and had even given her a new burst of speed.

After she had lain outdoors all winter, her busted open stem and the rest of her exposed to all the elements, spring did arrive, and an unusually warm and dry one at that. All winter long friends would come visiting and offer comments on what to do with her, with one of the less subtle hints being provided when a wreath was thrown over what was left of the stem. Even my father, who had spent years repairing old houses, said "Ya gonna burn it ain't cha?" His statement was quite typical of most.

Another week went by with the weather still warm and dry. Now was the time to burn her or rebuild her, as she would never be any drier than she was now.

Rebuilding Begins: The decision to go ahead with a try at rebuilding her came from the realization that the fiberglass

sheathing was still intact up to her mangled bow, so it was just a matter of pulling her together (if possible) and matching the new glass onto the old for watertightness again. Into my shop she went for a cleaning out of the debris of loose seats and popped out floor timbers and the rest of the mess. A vacuum cleaner took care of the paint scale, old lobster plugs and dirt that had fallen down the crack between the keel and garboard caused from her drooping bilges.

After that, we took all the floor timbers out and backed out the nails. Those that didn't pull through the planking were snipped off as short as possible and ground down flush with the planking again. The nails were then backed from the hood ends of the stem planking on one side clear to, and including, the garboard.

The other side had stayed pretty much fast to the stem. A Spanish windlass was used effectively for pulling her together a little at a time, and one by one, starting with the garboard, each end of the planks was eased back into the stem rabbet by alternately tightening the windlass and lifting the bottom extreme end of the plank.

As each plank slipped into place her shape started coming back. Finally the sheer strake, with the gunwale intact, slipped back into place with the long nail holding both parts to the stem going precisely into the same hole it had come out of. With that done we put the floor timbers back in, fastening them first to the keel and then boring from the inside out through the floor timber. Then we planked and did the fiberglassing.

We fastened the planking to the frames from the outside using clenched nails countersunk through the glass and later filled with glass putty. The seats were put in last, and presto she was back together again and looking like she did before she met her fate with the stonewall.

Bringing her to this point took only about a day's work, and getting her that far meant the worst of our fears were over that she might not take her original shape again.

The rest of the work was more cosmetic than structural and involved patch-

ing a short section of planking near the bow, filling the mangled stem and forefoot back to a fair curve, covering the area of damage with a new layer of fiberglass and fairing it into the old.

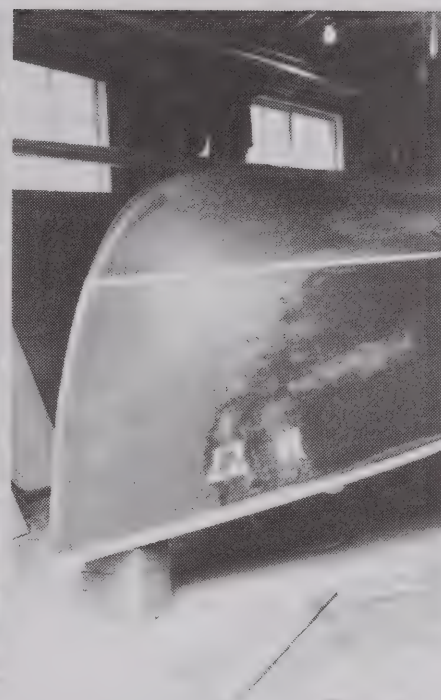
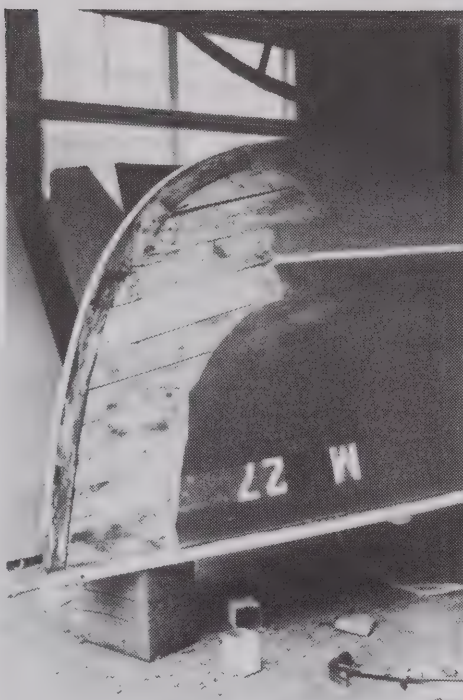
Even though the short piece of plank to be replaced was well up from the keel, it still needed more twist to put it back in place than what meets the eye (one piece of plank work wasn't worth the trouble of steaming). This was done by using two pieces of plywood, one 3/8" and the other 1/4" to take up the 5/8" thickness of the original planking. How it looked didn't matter, as it would be covered anyway.

With that done, restoring the shape of the stem was next. First a thin batten was tacked to the sound portions of the keel and stem, bridging the ugly damage and serving as a guide for the eye to follow. Then pieces of waxed paper with cardboard backing were taped on one side of the stem and out onto the planking for a form to hold a stiff mixture of fiberglass putty until it squeezed out around the batten showing it was full. It was left to cure a day or so.

Then the batten and cardboard were peeled off leaving a clearly defined stem shape once again. The edges of the new stem were rounded off to take the bend of the cloth. Small airpockets were filled and the area sanded down for the final layers of cloth which were faired into the original glass covering. It had taken about three days to get to the finishing touches, that is except for painting, which was done later outdoors.

Whole again and tight as a jug. My father, who was in his eighties, came down for a visit, and while sitting on the up-turned boat's bottom puffing away on his pipe, he suddenly came to his feet like he'd seen a ghost. Being an excellent house carpenter, he knew many tricks of restoration. He wasn't one for being overly expressive, but he was profoundly impressed with the results.

His moment of astonishment could have been the result of his reflection on what it would have been like to do such a job with material available 40 or 50 years ago. Modern materials obviously saved her from being just a pile of ashes.



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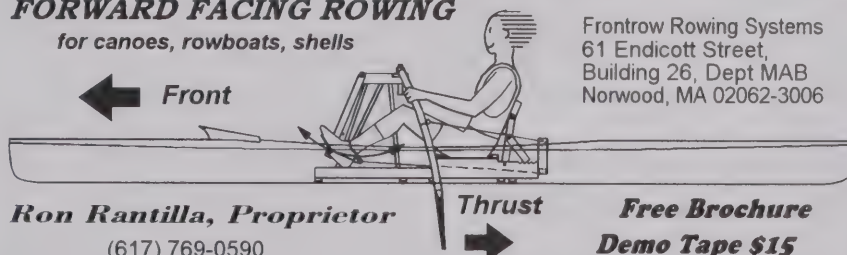


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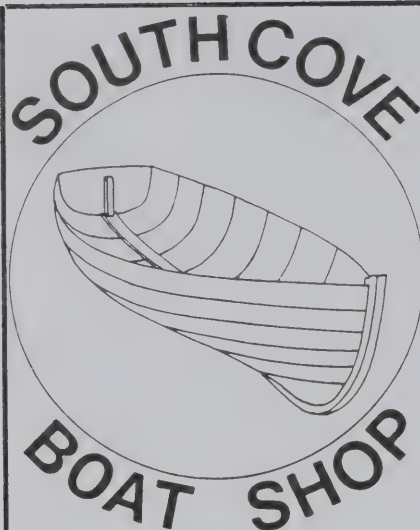


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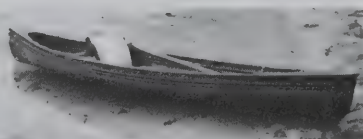
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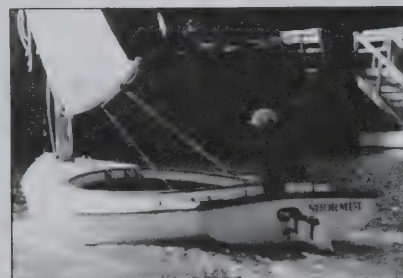
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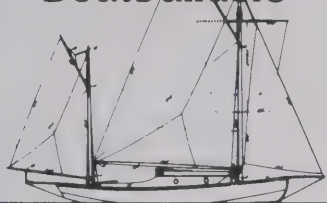
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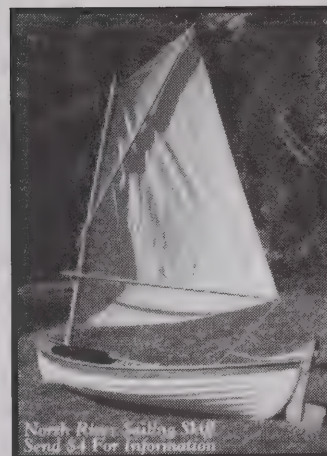
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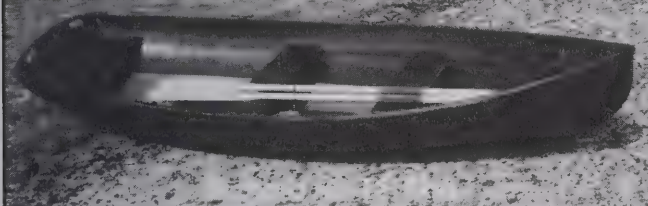
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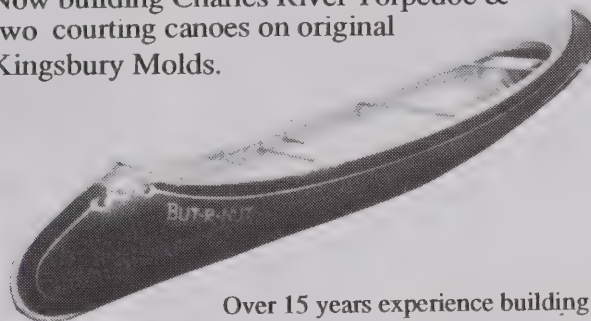
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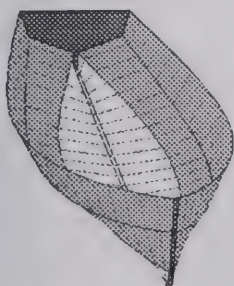
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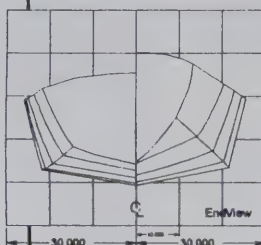
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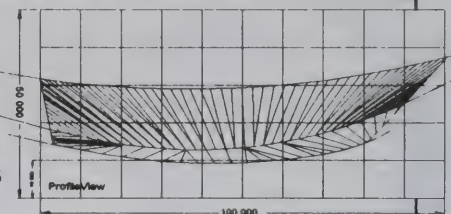
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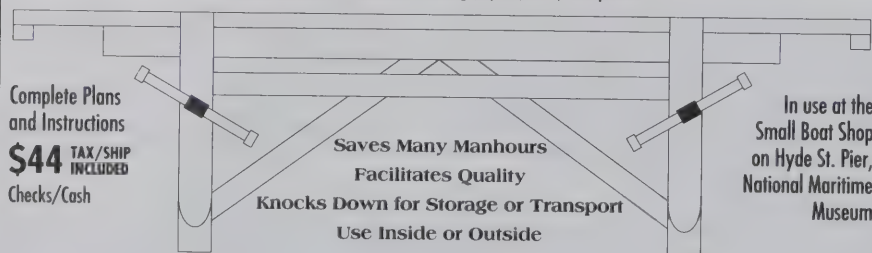
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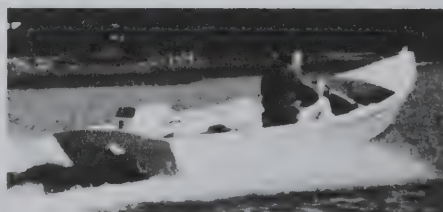
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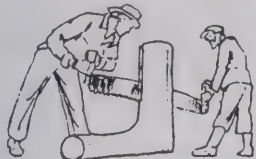
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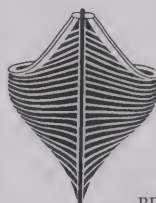
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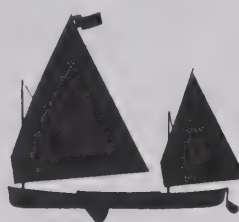
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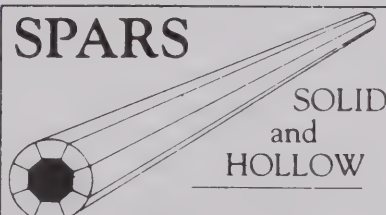
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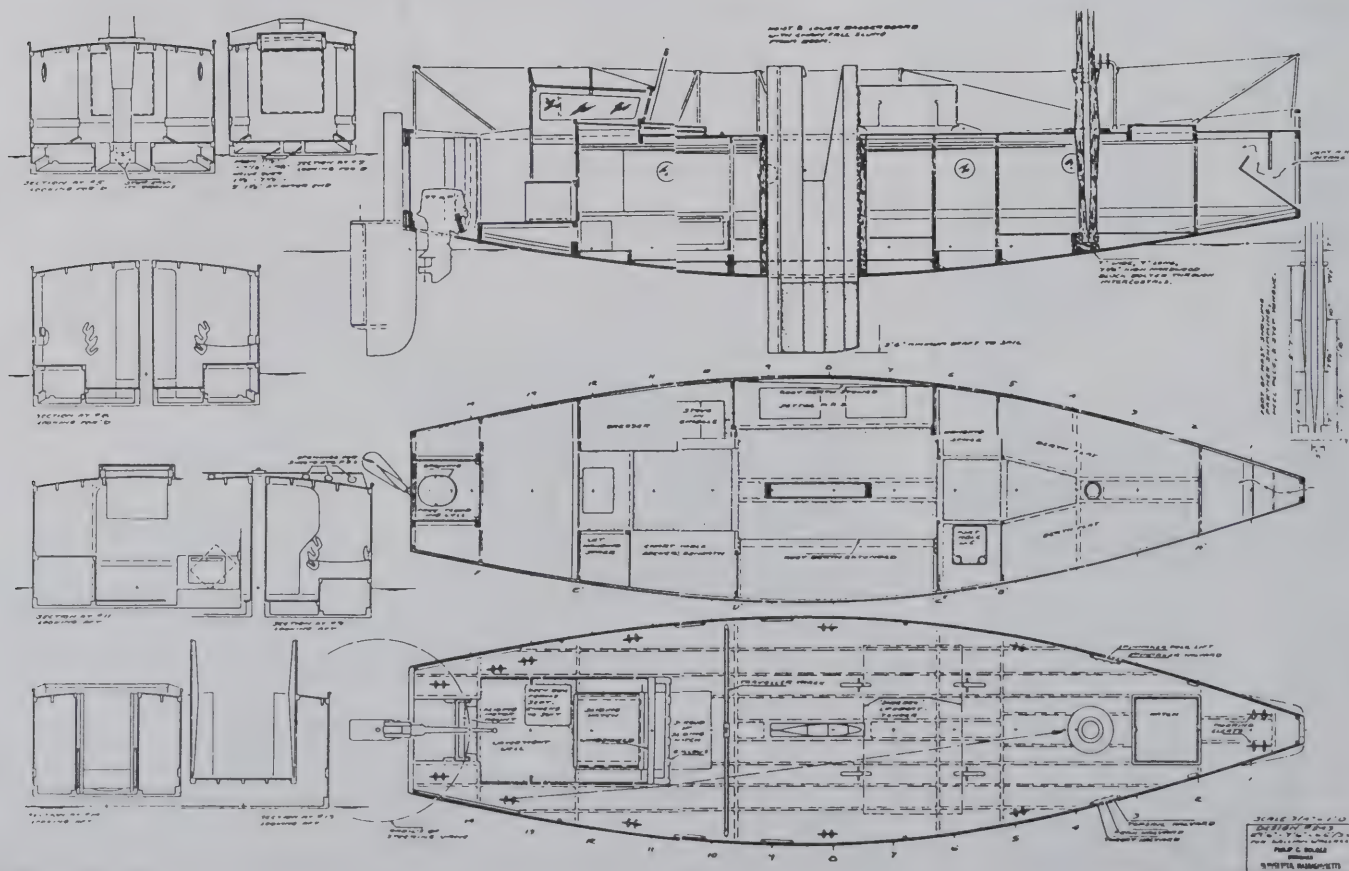
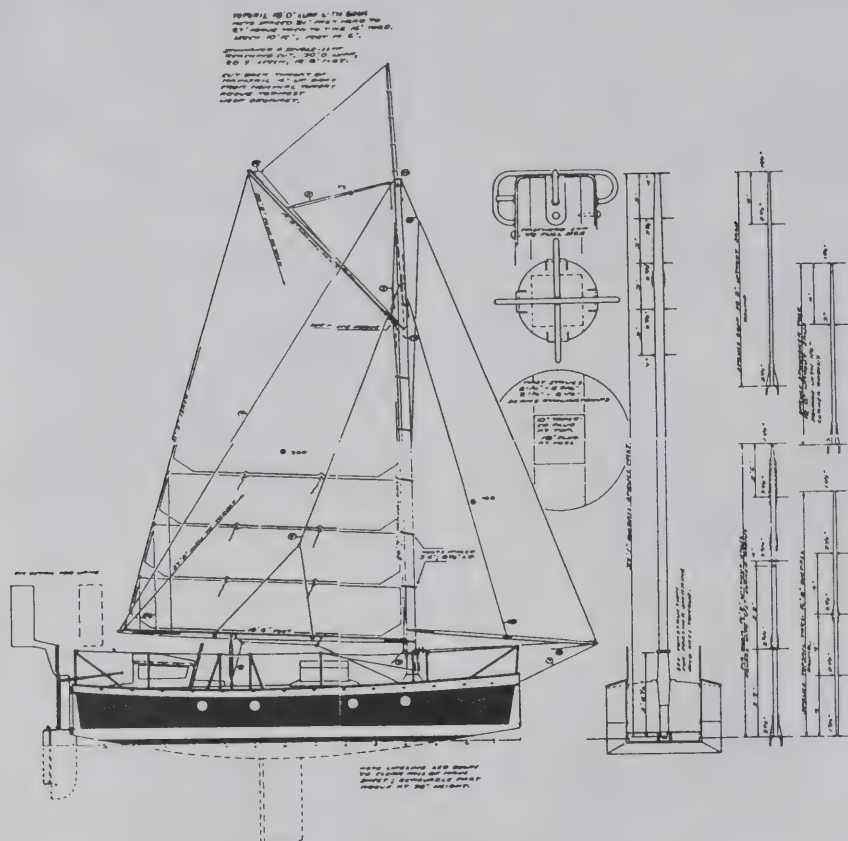
The client who commissioned this had already competed in one of the Single-handed Transatlantic Races and had a clear idea of what he wanted in another one. He was entering on a shoestring and intended to build the boat with help from students at the school at which he teaches.

The steel fin loaded with 1000lbs of lead would allow the sharpie hull to carry the tall gaff cat rig in quite strong winds, at a sharp enough angle of heel to keep pounding to a minimum. This would have been a very fast and weatherly boat. For cruising, and for off-the-wind racing, the keel could be hoisted through the hull to reduce her draft to 3'6" without compromising her self-righting capability.

Whether the gaff topsail is worth its trouble and gear is doubtful, but the single-luff spinnaker, effective on a beam or even a close reach, gives her a total of 560sq ft of sail with a minimum of expensive complications.

She's a monohull to allow a single hander to sleep (in a slung berth on the weather side close to the pitch axis) even when the boat is driving hard in squally weather, and in general to be driven harder than is prudent in a (capsizable) multihull. She's also much cheaper and quicker to build than a multihull with equivalent room and capacity.

For ordinary cruising, she would accommodate four people quite well, but three of them would have to stay either below or out on the open deck. She would be a good long distance cruiser for two people except for the low headroom of less than four feet.



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12' Geodesic Nimrod Canoe, Platt Monfort design. Mahogany inner keel, inner & outer gunwales; ash ribs & keel; fir stringers. Weighs nothing. Barely used. Dark Green. \$750.
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16' Glen-L Cabin Skiff, '91. 40hp Evinrude, low hrs, still on 1st tank of oil. Trunk cabin, poured flotation under V-berth. Windshield & hardtop over helm. Big little boat. Towed by my Corolla. See why I named her *Humdinger*. \$3,800.
JERRY NOLAN, Newington, CT, (203) 666-2856.

Alden Single Ocean Rowing Shell, w/Oarmaster & oars. Exc cond. Priced to sell.
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'87 Sea Pearl 21, w/trailer, tanbark sails, second set of yellow sails, oars, motor mount, convertible cabin, ballast tanks, leeboards, anchor and many extras. Dark blue, gd cond. \$4,500 or reasonable offer.
ROGER HEIDER, 3423 Barstow Ave. S., Toledo, Ohio 43623, (419) 474-1593. (24)

'75 Bristol 24, barrier coated, blister free, CSC painted bottom. '88 Johnson 9.9, shop maintained, rarely used, raisable inside custom lazarette. New mainsail & SS rigging w/internal halyards & reefing. Extras incl Barient winches, VHF radio, knotmeter, lighted compass, anchors, jackets & prepaid launching. Cradle designed to become a trlr. Full hdm, slps 5. Literature available. \$6200.
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15' West Wight Potter, micro cruiser slps 2, w/ tilt trlr, Muncie Neptune OB, M.J.G, w/jiffy reefing, bow pulpit & side rails, cabin & cockpit cushions, many extras, exc cond. \$2,950.00
BRIAN P. KEARNEY, Lake Bluff, IL, (708) 234-2159. (24)

18' Marshall Sanderling Catboat, '70, well equipped, gd cond, used day sailing & cruising. \$8,500.
PHIL ENZIE, Duxbury, Ma. (617) 934-5720 (H), (617) 749-1258 (B). (24)

Spring Clearance, at the South Cove Boat Shop! Gd boats, gd deals. **15' Dory Skiff**, cedar on oak, elegant, fast rowing boat, nearly new, a vy special boat, \$4,000. **9' Dinghy Skiff**, cedar on oak, sailing rig, cute & pretty, vy gd cond, \$900. **GP-14 English Daysailer/Racer**, professionally glassed plywood hull, spinnaker, trailer, \$1,500. **19' Maine Guide Wood Canvas Canoe**, E.M. White design bly by Jerry Stelmok, exc shape, vy beautiful, \$2,000. **17' Glen-L Sculling Skiff**, used once, stitch & glue, no rowing rig, use w/ Row-Wing or Alden Oarmaster, \$200. **Valley Canoe Selkie Kayak**, red FG, adjustable skeg, gd cond, \$900. **ROB BARKER**, South Cove Boat Shop, Easton, PA, (610) 253-9210, lv message. (24)

Spring Cleaning! 12' Penn Yan Cartopper, gd orig cond. \$950. **18' Old Town Canoe**, HW model, nds compl restoration. \$150. **13' Sailing Dory**, decked, sprit rig. \$1,200. **14' Adirondack Rowboat**, lapstrake, bly by John Boyce of Speculator, NY. Has guideboat bottom & oars, but heavier. Nds restoration. \$800. **12' Penn Yan Kingfisher Canoe**, sq stern, recanvassed. \$800. **10-1/2' Wee Lassie Canoe**, lapstrake, nds 1 or 2 plank sections replaced (I can do this for you). Many more unusual canoes and small boats.
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Montgomery 15, trailerable cruiser. M.J.G & S, 2hp OB, HD trlr. VG cond. \$2,950 or trade for Cape Dory Typhoon or other small shoal draft cruiser.
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Alden Ocean Shell, white/white, 6yrs, compl w/ Oarmaster & Ciolli oars. Exc cond. \$900.
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18'6" Cape Dory Typhoon, FG, '78. Main, jib, genoa all exc cond. Seagull Silver Century Plus OB, Danforth 3-1/2" comp. Bunk & cockpit cushions, Guzzler bilge pump, running lights (not installed), porta potti, fire extinguisher, 4 fenders, new cradle, winter cover, 35lb 1 man ply pram. \$3,200.
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ED SIKURA, Warwick, NY, (914) 986-8625. (24)

Fleet Sale. 17-1/2' Swampscott Dory bly by Doug Scott, w/trlr, boat show cond. \$4,000. **14' Bay of Maine Wherry**, FG, floorboards & cover, boat show cond. \$2,000. **17-1/2' Folbot Super**, rigid, gd cond. \$300.
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15'6" Gloucester Light Dory, epoxy & glass cloth, bronze nails & screws. \$650.
RICHARD DOWNES, Weymouth, MA, (617) 335-6677. (24)

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17' Amesbury Dory/Workboat, mahogany rowing type bly by Hiram Lowell approx 20 yrs ago for service as workboat in sea-mossing industry. Performed valiantly in that capacity for over 10 yrs, then semi-retired to rowing only. Capable of being rowed solo or double, solo rower should weigh 170lbs or more & be in exc shape. Comes w/8-1/2" oars & thole pins, no trlr. Having Grand Banks dory bly & nd cash. Asking \$800 OBO.
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16' Matinicus Double Ender, by Walt Simmons '87. Cedar/oak, mahog decks, 2 sets spoon oars, spritsail rig, canvas cover, anchor, life jackets. See *SBJ* article May '80. Beautiful boat in exc cond. \$3,500.
JIM BAUMAN, S. China, ME, (207) 445-3004. (24)

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GEORGE EVANS, Isleboro Marine, Isleboro, ME, (207) 734-6433. (24P)

18' Chestnut Prospector Canoe, wood/canavs, extras, Exc cond.
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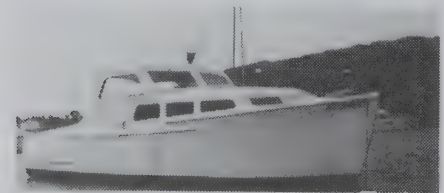
16' Richardson Canoe, '94 cedar strip, West epoxy, custom made, cane seats, custom made paddles. Used 1/2 hour. Paid \$1,500, sell \$995.
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29' Custom Trunk Cabin Cruiser, mahogany & FG. Powered by 185hp FWC Chris Craft. Monel fuel tanks. Slps 4, galley, dinette, enclosed head, lg cockpit, many extras. Exc cond. \$13,500.
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10'10" Mirror Dinghy, 4'7" beam. Blt '93 by boatbuilder. Gaff rig, red jib & main. Hull blue, varnished inside, looks great. Weighs 100lbs. Sailed 1 yr, bought another boat. Asking \$1,000 OBO.
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27' Friendship Sloop, pine over oak frames, blt '71 by Phil Nichols, Round Pond, ME. New topsails & jib '93. Atomic 4. 1 owner last 14 yrs. Much TLC. Stored indoors winters. FSS #112, Secret. \$8,500 OBO. Dinghy & electronics available.
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LARRY APPLEBAUM, St. Louis, MO, (314) 544-2865. (1)

Concordia Beetle Cat, restored by Concordia Co 5 yrs ago. Trlr, some extras. Exc cond. \$2,200.
James Patterson, Scituate, MA, (617) 545-7121. (1)

8' Nymph, multi-chine Bolger pram in marine ply. Modified by bldr into vy attractive sailboat w/drop CB, cross thwart, stern bench. Tall mast w/sliding tracks, hinged boom, many features never seen in a boat this size. SS & bronze fittings. Sail is blue & white stripe, boat is blue inside & rail, white topsides, red waterline w/varnished mast & artistically curved beautiful tiller. Hard to describe how handsome & unusual this boat is. Perfect for sailing small waters in style, backyard pond, or small bay for children & learning. \$350.
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18' Fenwick Williams Catboat, '45, in gd cond. Mahogany & pine over oak. Volvo-Penta 7hp diesel aux. Much new work done in '94. Will be in water in Dover NH early May. Surveyed @ \$6,000, offered @ \$5,000.
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17' Guideboat, cedar strip plank & FG, racing style oars, sail, rudder, etc. New cond, garage kept.
JOSEPH WHITE, 31708 Dilworth Ave., Salisbury, MD 21801-1841, (410) 749-6694. (1)

Tartan 26' Sloop, '72. Slps 4, encl head, 4 sails, exc cond, recent urethane paint, much varnished teak, fin keel, VHS, Depth, Knotlog, gas aux. Must sell to finance bldng project. \$8,500 OBO.
PETER BRADFORD, Middleboro, MA, (508) 947-8352. (1)

Paceship 20 Sailboat, FG, self bailing CB sloop. LOA 19'3", beam 7'9", draft CB up 7", sail area 155 sq ft, displ 800 lbs, hinged mast. Boat, sails, trlr for \$1,995.
JONATHAN BRADLEY, P.O. Box 57, N. Monmouth, Maine 04265, (207) 933-3536. (1)

Delaware Ducker Bare Hull, 18'x54", \$895 retail, sacrifice for \$350, trade for FG canoe or something interesting.
MARTIN KOKUS, Hopewell, PA, (717) 485-9166. (1)

Precision 15' CB Sloop, new '94, little use. Many post-purchase betterments: Upgraded deck hardware, motor bracket, sailcover, etc. New galv custom trlr incl. 2-1/2hp OB available. \$3,000
W.R. HOPKINS, Severna Park, MD, (410) 544-3071. (1)

'89 Sea Pearl MS 16 Catboat, FG & teak, full tent, Merc 15hp, 10' oars, 3 modes switchable on water, trlr. \$4,500.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (1)

'84 Spindrift 22 Sloop, (cover story *SBJ* #37), 4 sails, VHF, sounder, compass, keel/CB, 8hp Sailmaster, trlr. Vy clean. \$6,500.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (1)

14' Daysailer Trimaran, stable, fast. Beam 12'-6", sail area 120 sq ft, carries 1-4 persons. Trlr. \$900.
KEN CURRIE, Ft. Wayne, IN, (219) 485-8571. (1)

14' Cosine Wherry, incl spruce oars, cover & trlr. \$4,500.
BOB CRAMER, The Rowing Company, 3060 Lake Sarah Rd., Maple Plain, MN 55359, (612) 479-3094. (1)

20' Steamboat, beautiful fantail launch. Exc cond, FG hull, hand pegged oak deck & interior, surrey top. 20 sq ft boiler, single cyl Stevenson link engine. Award winning. On trlr ready to steam. \$13,500.
DEANE ALLEN, Milford, CT, (203) 795-0305 or (203) 877-0301. (1)

17' Dirigo Sea Kayak, w/spray skirt & 8' Werner San Juan paddle. \$1,100. **VCP Selkie Sea Kayak**, expedition model w/skeg, Henderson deck pump, spray skirt & Lendall Powermaster paddle. \$1,100.
WILSON HUGHES, Amherst, NH, (603) 673-1460. (1)

12' Old Town Sailing Dinghy, exc wood, compl hrdwre. \$600
J.T. MORGAN, Coventry, CT, (203) 742-6597. (1P)

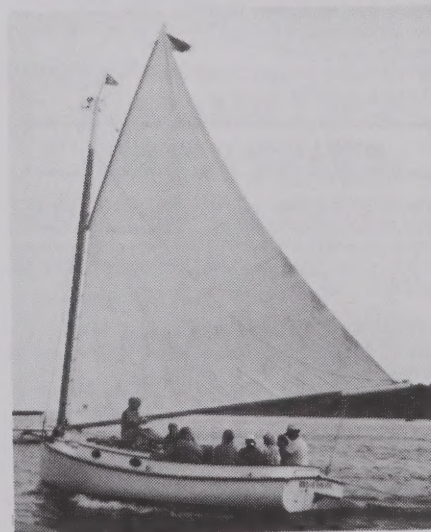
35' Endurance Ultimate Cruiser, half-completed to artisan standards. Many materials incl for completion. \$83,000 invested, asking \$45,000.
JAMES NEAL, 3070 Harbor Dr., St. Augustine, FL 32095. (1P)



Norska 16 Sloop, dbl end, sprit main, OB well, oars, dagger, tanbark, FG, mahogany & spruce, trlr. All exc. \$1,650
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (1)



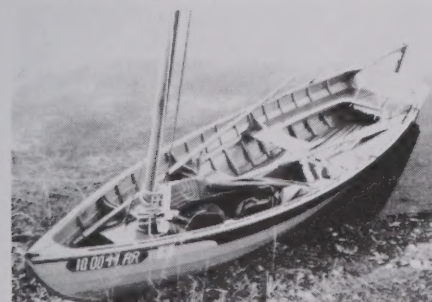
14' CB Sloop, '50's. Compl, nds work. \$200 OBO.
MADELINEATHANAS, S. Berwick, ME, (207) 384-4813 before 7pm. (1)



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TOM HALSTEAD, 5 Ocean St., Manchester, MA 01944, (508) 526-4548. (1)



15' Wooden Lapstrake Skiff, sprit catboat, cedar on oak, bronze & copper fastened, spruce spars, tanbark, CB, 2 row stations. By Greg Jarvis. All exc. Trlr. \$2,800.
JOHN LARSEN, Pueblo West, CO, (719) 547-3811. (1)

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BOB PATTERSON, 3 Shawnee Cir., Billerica, MA 01821, (508) 663-2724 before 5pm. (2)

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RAY DANFORTH, Shelburne, NH, (603) 466-2621 eves & wknds. (2P)

23' Rob Roy Canoe Yawl, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tanbark sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000.
MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

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DN Iceboat, in any cond.
DICK MARTIN, Newbury, NH, (603) 763-2464. (24)

16' Swampscott Dory, by Roger Crawford. Sailing version.
DAVID A. SOLTESZ, 5N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (24)

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JIM FREEMAN, Alexandria, VA, (703) 243-5460 eves. (24)

Drascombe Coaster, longboat or lugger.
PETER SCHWIERZKE, Somerset, CA, (916) 626-8647. (24)

MacKenzie Cuttyhunk Bassboat, restorable or for parts & lines. Any length.
BILL CULLINANE, Westerly, RI, (401) 596-4250. (24)

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LES GOULD, Exeter, NH, (603) 772-7890. (1)

Sea Pearl 21.
GARLAND STEPHENS, 117 Varick St. #2R, New York, NY 10013, (212) 790-6239. (1)

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ALBERT HABELE, Noank, CT, (203) 536-6656. (24)

Bruce Anchor, 16.5lbs, w/wo roller. Adjustable OB bracket for 6hp motor.
BOB SILVIUS, 20 Wolfe's Neck Rd., Freeport, ME 04032, (207) 865-3947. (24)

Decked Sailing Canoe Hrdwre, 1880-1920. Vy serious abt any period fittings for hull or rig, especially any tiller assemblies.
DOUGLAS FOWLER, Sailmaker, Ithaca, NY, (607) 277-0041 collect. (1)

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DICK LILLIE, 204 Lakeshore Dr., Duluth, GA 30136, (404) 448-2248. (24)

17'7" Culler Daysailer Plans, unused. \$15.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257. (24)

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MERTENS-GOOSSENS NA, 434 23rd St. SE, Vero Beach, FL 32962 or jmg2@aol.com. (24P)

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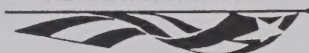


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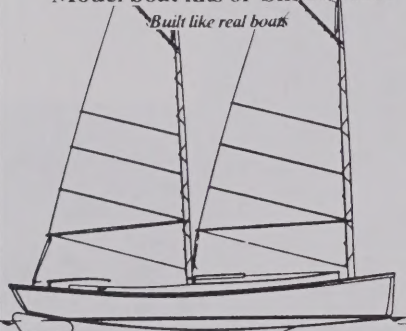
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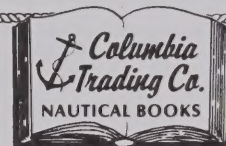
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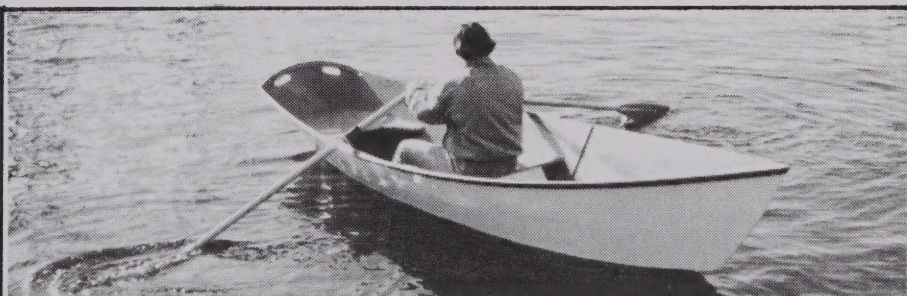
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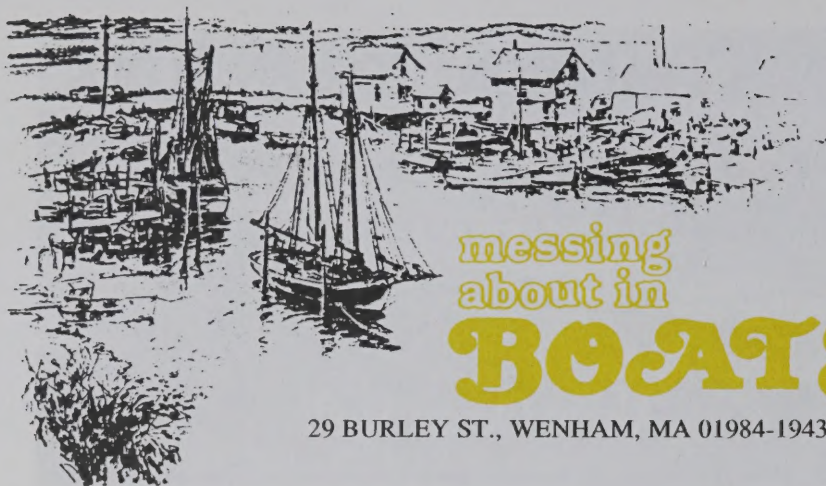


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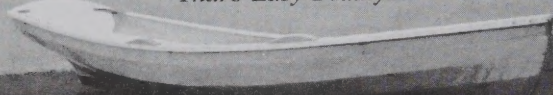
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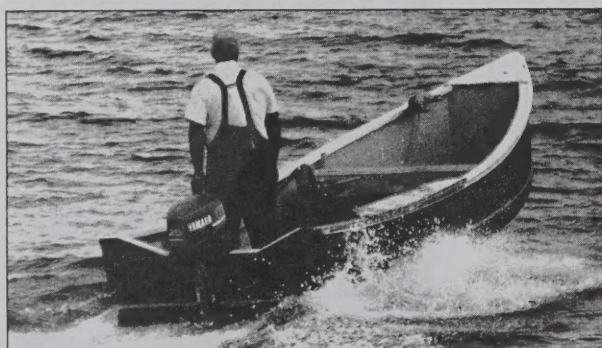
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